

MANUFACTURERS' RECORD.

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BALTIMORE, DECEMBER 7, 1894.

THE Anniston Hot Blast, commenting on the suggestion of the MANUFACTURERS' RECORD that public meetings should be held in every Southern town to urge upon Congress the passage of the Nicaragua-canal bill, asks the mayor of Anniston to call a meeting for the purpose of discussing the canal and passing recommendations urging Congress to act upon it at once. It is in the power of the South to compel Congress to pass this bill at this session, but unless active, vigorous interest is evinced there is great danger that Congress will adjourn without having advanced the Nicaragua-canal matter beyond its present state. We may safely count, though, that if the democrats lose their opportunity, the republicans will be wise enough to pass this bill next year, and thus secure the honor of carrying out this great work.

Alabama's Awakened Interest in Cotton-Manufacturing.

In a letter to the MANUFACTURERS' RECORD Mr. L. L. Gilbert, secretary of the Commercial and Industrial Association of Montgomery, says:

There is a general awakening in Alabama in regard to the building of cotton mills. We have seen too many of these established in other Southern States in comparison with the number started in Alabama, and we are now realizing what our trouble has been. We are now pressing two resolutions before the general assembly of the State—one to repeal the existing law prohibiting women and children from working more than eight hours in manufacturing enterprises, and one to exempt new cotton mills from taxation. State, county and municipal, for a period of ten years. These will undoubtedly be passed, and we will stretch forth a welcoming hand to cotton mills moving South.

Several years ago, when Alabama was devoting its attention so largely to the development of its iron and coal interests, the MANUFACTURERS' RECORD persistently urged upon the business men of that State the diversification of industrial development, and urged especially that cotton mills should be built throughout the State. Blessed with a good climate, with many water-powers and with cheap coal, raising large cot-

ton crops and having an abundant supply of labor, Alabama ought to give the Carolinas a good close race for first position in cotton-manufacturing. Parts of the State have a climate very similar to that of the Piedmont region of the Carolinas, in which cotton development has made such great strides. Had the advice of the MANUFACTURERS' RECORD, so often pressed upon the people of Alabama, been heeded, the general depression in iron would have had less effect upon the State than it has had, because this would have been partially offset by the prosperity of its cotton-manufacturing interests. If the legislature of Alabama will repeal the law prohibiting women and children from working more than eight hours, putting the State in this respect on an equality with the Carolinas and Georgia, and will pass a law exempting new mills from taxation for ten years, there will soon be a very decided activity in the organization of cotton-mill enterprises. Thousands of women and children, who are now forced to remain in idleness because of the lack of employment, will then find work in cotton mills, and the State, no longer so largely dependent upon coal and iron as it has been, will take a new step in industrial advancement and press forward more vigorously than ever before.

Active and Comprehensive Work Needed.

In 1891 the legislature of Minnesota abolished the immigration bureau which had been so largely instrumental in attracting thousands of settlers to that State. It was believed that immigration was pouring into the State so rapidly that Minnesota could afford to stop spending money in keeping up this work. It is now realized, however, that the tendency of population is away from that section rather than to it. Because of this there is a general agitation in favor of the establishment by the State of an immigration bureau with sufficient money to make a vigorous campaign in the East and elsewhere for the purpose of attracting settlers. It is also proposed to advertise the State very liberally through this bureau. This is but one of many indications which show that the South must meet the most vigorous competition in the work which it is now undertaking of securing settlers. For several years the Northwestern States have made but little effort in that line, and the Northwestern railroads have spent comparatively little money for this purpose. Now that they see the tide turning from them, they see the possibility of a depreciation in the value of land and a decrease in railroad earnings, and to save the millions staked upon a continued flow of population westward the railroads, the business people and the States of the Northwest

will unquestionably spend many hundreds of thousands of dollars in advertising and in the establishment of immigration and literary bureaus. It is, in fact, quite probable that, spurred on by the danger of a cessation of the westward flow of population and of a direct turn of population from the West to the South, more money will be spent to stem the tide than was spent years ago in turning it westward.

The financial powers that have recently united in the development of the South, the railroad interests of this section and the States themselves will do well to realize at the beginning of this work that they are undertaking no light task. The fact that the South is a country of unequalled resources and attractions will not bring large population unless the most vigorous, broad-minded, comprehensive work is done in making known these resources and attractions to the people of the entire country, North, East and West, as well as to those of Europe. This work must be done on the same broad scale and with the same untiring energy which resulted in carrying millions of people and hundreds of millions of capital from the East and from Europe to the far West and Northwest. If we expect to do in the South a work such as was done in the creation of the mighty empire of the Northwest; if we expect to see such enormous urban progress as Minneapolis, St. Paul, Denver, Milwaukee, Cleveland and other Western and Northwestern cities, if we expect to see such gigantic industrial development as has been made in these places, such enormous transportation interests created both on land and water, we must undertake to make known to the world the attractions of the South on just as liberal a scale and with just as vast expenditures of money as was made in behalf of the West. We may hold conventions and pass resolutions, and we may lay the flattering unction to our souls that all is well, that there is no country equal to the South, and that it must develop, but unless we do our part—unless the railroads and the business men and the towns and the States and the property-owners all unite with ceaseless energy and broad views of the expenditure necessary to accomplish these results—we will find that the tide of population and capital cannot be turned our way. The opportunity presented to the South is greater than was ever offered to any other section of this or any other country. Are the people of this section and the financial powers interested in it equal to the occasion? Unless we improve the present there may never come another time when everything is so much in favor of the South as at present. The great shortage in Western crops, the general depression in business throughout all that region, has created an un-

rest and a desire to get away from there which gives the South an opportunity for accomplishing great results such as it never had in the past, and such as may never come again unless this chance is utilized to the utmost extent. If, by the most vigorous and persistent work, we can start the tide southward, there will be no danger that the organization of immigration bureaus and the spending of millions of dollars by the North and Northwest can turn it from the South to that country again; but we must do our part, and do it at once.

New Impressions of the South.

The New York Tribune of Monday last says:

The Rev. Madison C. Peters, of the Bloomingdale Church, Boulevard and West Sixty-eighth street, in a prelude to his sermon last evening, said in part:

"Having recently spent a few weeks in the South, I feel it to be my duty publicly to admit that I had, until I enlarged my information by personal observation, an entirely erroneous idea of the South, and I take this means publicly to apologize for those uncharitable thoughts. My lectures were on American lines, and my pleas for intenser Americanism and more enthusiastic loyalty to American ideas, as laid down by the founders of our republic, met everywhere with the heartiest response. If the tocsin of war should be sounded, a foreign foe invade our shores, or an insurrectionary body arise in our midst, a million men, armed to the teeth, would come from the South and rally round the flag of the Union.

"Why, the South is the only truly American part of our nation today. The South may yet have to be called on to save the North from her reckless immigration, which is now weakening and undermining the foundations of our social order. Rebel? That word must henceforth not be spoken. I believe that the South today grasps the hand of the North in a fellowship which has in it no misgiving nor deceit. The public men of the South are not, as with us, 'professional foreigners,' who have made public office a public steal. The Southern men in public office are patriotic and devout, conscientiously American, and personally the embodiment of integrity. But, you say, they do not believe in 'negro domination.' Neither do we North. Enfranchising all the negroes immediately after their emancipation was practically one of the greatest mistakes ever made by any free government. In many counties and States the colored voters are in the majority, and a majority rule would take the government entirely from the property-owners and place it in the hands of those who, with few exceptions, have no qualifications to entitle them to a voice in the affairs of the government. Negro domination would mean white damnation.

"The solid South is broken, and will break more and more if they are let alone. But let the next Congress agitate a force bill, and self-defence will solidify the South again. A suffrage limited to an educational qualification is the only solution of the negro problem. But illiteracy is not confined to the South. Our Northern cities are thronged with foreigners as imbecile in their ignorance and degraded in their morals as were the rabble hordes that wrecked the republics of antiquity. Universal suffrage is a menace to free institutions."

When the people of the North understand the South more thoroughly they will heartily endorse all that the Rev. Mr. Peters says.

THE steel-rail manufacturers of the country have agreed to reduce the price on rails \$2.00 per ton on all rails forty-five pounds per yard and upward, thus making the price \$22.00 in the East and \$23.00 in the West.

NICARAGUA SHIP CANAL.

Remarks by Alex. D. Anderson Before the Committee on Interstate and Foreign Commerce of the United States House of Representatives, June 5, 1894—Shown by Diagrams.

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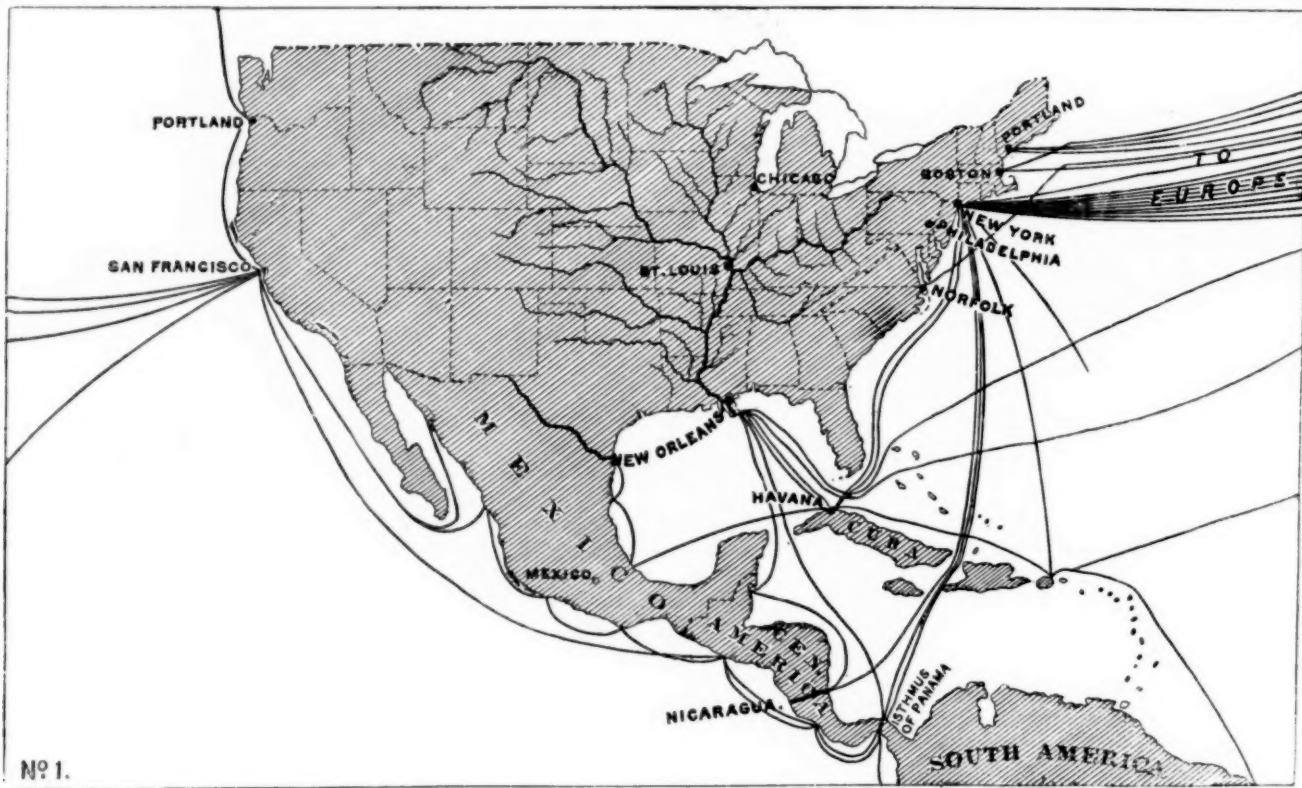
trade relations with the outside world is on the west, as but 3½ per cent. of our exports go to the Pacific nations. The situation is a discredit to American enterprise. It is a defect which must be cured in the interest of the producers and manufacturers. The question then arises, what is the matter, and what is the remedy?

to demonstrate the true solution of this commercial problem.

The present water route around Cape Horn, between New York and San Francisco, is 15,672 statute miles.

The opening up of the Nicaragua route between those two representative cities of the respective coasts will reduce the dis-

With such facts and figures before us, the question naturally arises, why has the great American republic, which is the richest and most progressive nation on the face of the earth, so long neglected this important public work? I will not attempt to answer the question. Suffice it to say that any farther delay in connecting the



GENERAL COURSE OF STEAMSHIP LINES SHOWING THE GENERAL COURSE OF OUR FOREIGN COMMERCE.

publication, as well as in advance of any private distribution, the following points made in a speech by Mr. Alex. D. Anderson, of Washington, before the committee on interstate and foreign commerce of the House:

Mr. Chairman and Gentlemen—At the recent annual meeting of the National Board of Trade, composed of constituent commercial bodies from the leading cities of the United States, resolutions favoring governmental supervision and control of the Nicaragua ship canal were unanimously adopted. With your permission I will read them:

Resolved, That the Board respectfully memorializes Congress, as it has already done, that the construction and operation of the Nicaragua Canal has become an imperative commercial necessity for the future advancement of the trade of this country.

Resolved, That the bill introduced in the Senate of the United States by Senator Morgan, asking the government to indorse and guarantee \$70,000,000 of bonds, so that if the said bill becomes a law it would give the United States general supervision during the construction of said canal, as well as the control of it after its completion, deserves the careful consideration of Congress.

As a delegate to that convention, and in support of the resolutions, I prepared four commercial diagrams to illustrate the transcendent importance of a direct-water route to the Pacific ocean and the various commercial nations surrounding it.

I respectfully submit them to your honorable committee as a portion of my remarks, which will be very brief, and mainly of a statistical nature.

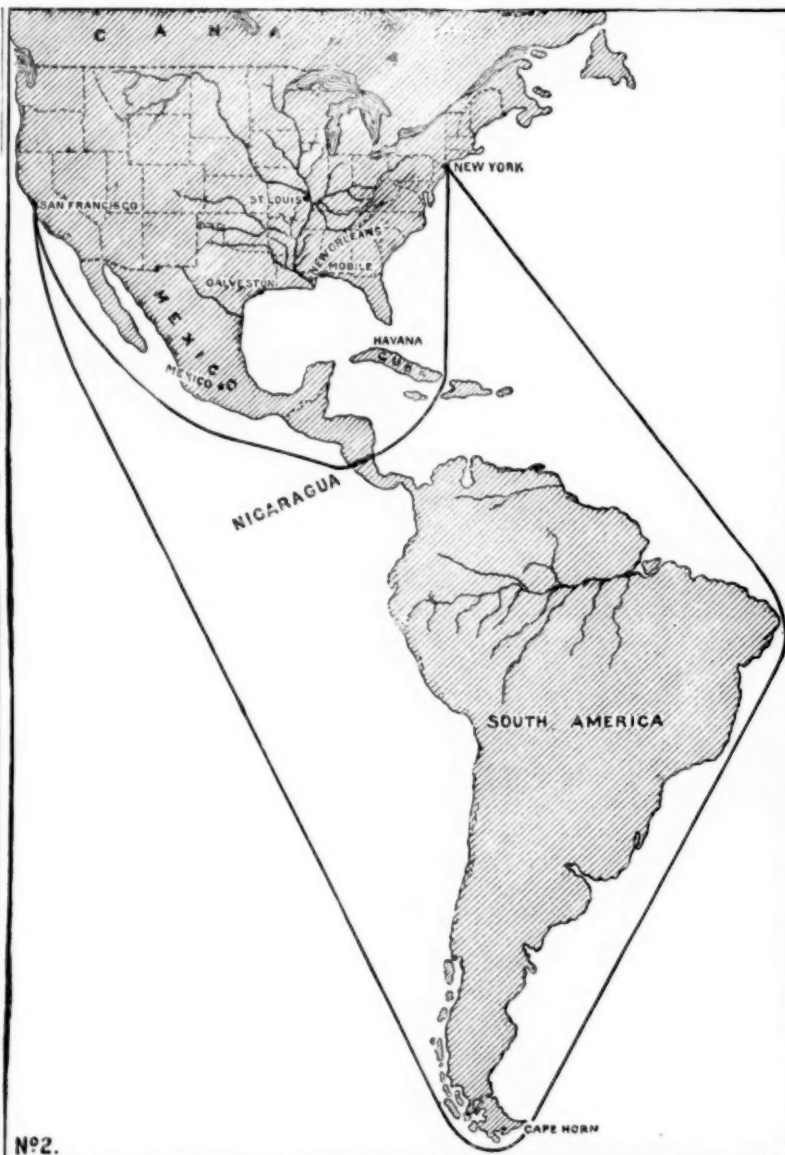
GENERAL COURSE OF OUR FOREIGN COMMERCE

By reference to diagram No. 1 it will be seen that the general course of steamship lines is eastward to Europe. These lines also show the general course of our foreign commerce, which has always been one-sided.

During the fiscal year ending June 30, 1893, the domestic exports of the United States were as follows:

	Per cent.
Eastward to Europe.....	83½
Southward to American nations.....	9
Northward to British America.....	4
Westward to Pacific nations.....	3½
Total.....	100

This shows that the weak spot in our



NICARAGUA AS A SHORT LINE BETWEEN NEW YORK AND SAN FRANCISCO.

NICARAGUA AS A SHORT LINE BETWEEN NEW YORK AND SAN FRANCISCO.

A glance at diagram No. 2 is sufficient

to demonstrate the true solution of this commercial problem. The present water route around Cape Horn, between New York and San Francisco, is 15,672 statute miles, making a saving of 10,032 miles each way, or 20,064 on the round trip.

two oceans will be a violation of the fundamental principles of commerce and political economy.

NICARAGUA AS A SHORT LINE FROM NEW YORK TO THE PACIFIC.

Perhaps the remedy is more clearly stated in diagram No. 3, which shows the comparative distances of the principal transportation routes, both by water and rail, from New York to the Pacific ocean. The distances are as follows in statute miles:

Via water line to Cape Horn.....	7,897
Via Southern Pacific Railroad.....	3,709
Via Canadian Pacific Railroad.....	3,619
Via Central Pacific Railroad.....	3,340
Via Northern Pacific Railroad.....	3,237
Via Nicaragua Canal.....	2,519

In other words, the all-water route to the Pacific via Nicaragua is shorter than any railway across the continent, being 821 miles shorter than the customary route between New York and the Pacific via the Union and Central Pacific Railways.

NICARAGUA AS A STARTING POINT FOR THE FOREIGN COMMERCE OF THE PACIFIC NATIONS.

Having in the previous diagram demonstrated that the shortest route to the Pacific is by water, the objection will naturally be raised that Nicaragua is too far south as a starting point for the trade fields of the various foreign nations surrounding the Pacific ocean. I have anticipated that objection by preparing diagram No. 4, which shows that more than three-fourths of the annual foreign commerce of those nations, amounting to \$2,222,000,000 in value, is on steamship lines running south of the latitude of Nicaragua.

The total annual foreign commerce of those nations (exports and imports with all nations) is for the last attainable year approximately as follows:*

ON LINES NORTH OF NICARAGUA.	
Japan.....	\$104,000,000
China.....	225,000,000
Hong-Kong.....	112,000,000
Cochin China.....	31,000,000
Philippine Islands.....	35,000,000
Total.....	\$507,000,000

*The statistics of the different nations are not all for the same year, as no recent compilation of all nations is attainable. But they are approximately correct, particularly the sum total and percentages.

ON LINES SOUTH OF NICARAGUA.

Straits Settlements.....	\$107,000,000
British India.....	\$15,000,000
Ecuador.....	21,000,000
Dutch possessions.....	120,000,000
Peru.....	17,000,000
Chili.....	87,000,000
Australasia.....	539,000,000

Total.....\$1,715,000,000

CONCLUSION.

In 1803 Napoleon I, when negotiating the sale of Louisiana Territory to the United States, said:

"To emancipate nations from the commercial tyranny of England, it is necessary to balance her influence by a maritime power that one day may become her rival; that power is the United States.

"The English aspire to dispose of all the riches of the world.

"I shall be useful to the whole universe if I can prevent their ruling America as they rule Asia."

An equally pointed tribute to the commercial future of the United States was paid by Gladstone in 1878, who wrote:

"It is she alone who at a coming time can and will probably wrest from us that commercial primacy. We have no title. I have no inclination to murmur at the prospect. If she acquires it, she will make the acquisition by the right of the strongest; but in this instance the strongest means the best * * *. We have no more title against her than Venice, or Genoa, or Holland has had against us."

There is no surer way to attain the commercial primacy thus prophesied than by opening a water highway of commerce between the Atlantic and Pacific, thereby building up and strengthening the weak side of our trade relations with the outside world.

Nature has clearly designated the most desirable route. May Congress in its wisdom provide for the speedy consummation of this great work so transcendently important to the whole American people.

Mr. Black and the Nicaragua Canal.

Ex-Lieutenant-Governor Chauncey F. Black, of Pennsylvania, son of that illustrious democrat, the late Judge Jeremiah S. Black, so popular in the South and among all State-rights men, is staying for a few days at the Ebbitt House. My visit was personal, and not as a newspaper cor-

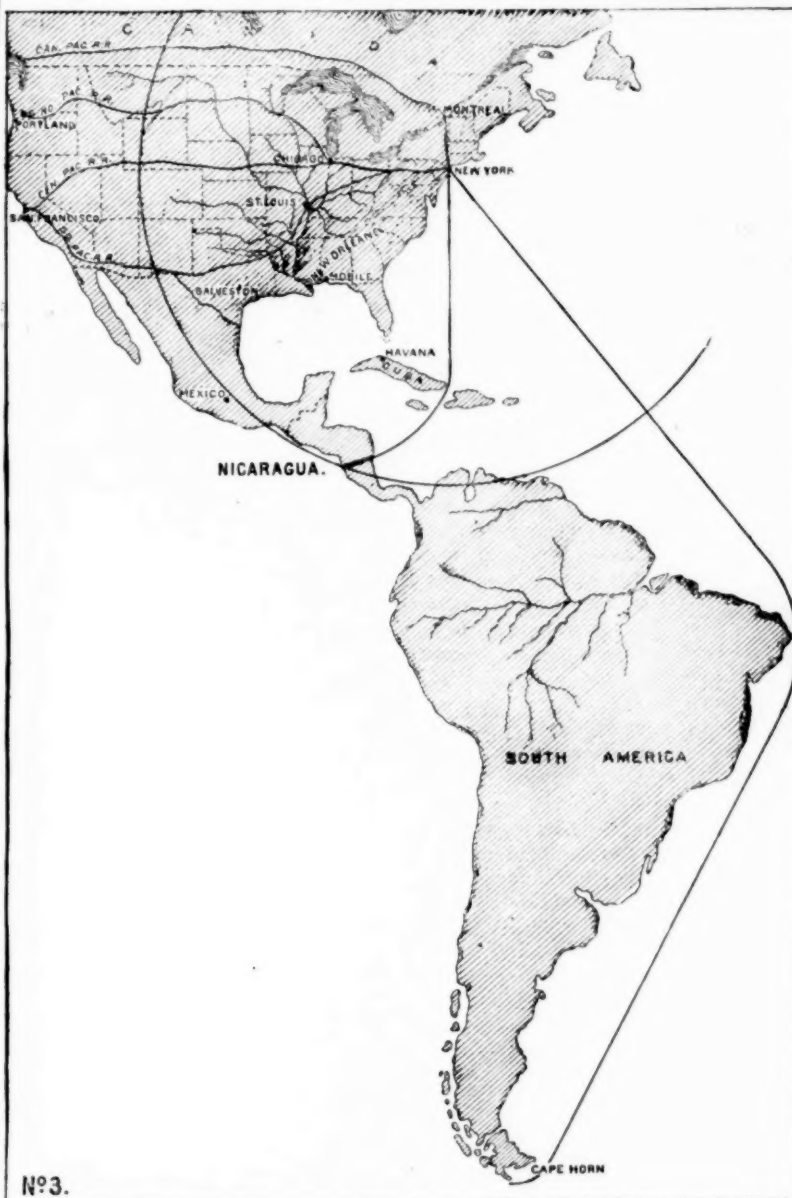
meeting of the Democratic League Clubs last September in Raleigh. He had an exceedingly pleasant impression of our people then, as they had of him. He is an ardent democrat of the old school, thoughtful,

commerce to the South and across the narrow part of the continent into the Pacific ocean, the Orient and the isles of the sea. As is well known, Governor Black is a zealous and eloquent advocate of that great

cities, and thereby enhance the value of our national commerce, giving this country prestige, power and wealth, and cementing the bonds of union. It will expedite the day when there can be free coinage of silver, for it will bring to our markets the silver-using countries of the South and East, and take from our shores to theirs the products, including silver itself, of our own land. The governor glows with enthusiasm as he unfolds the possibilities of the gigantic undertaking. He believes in it with all his mind, heart and soul, and exalts it into a sort of highest means of patriotism to carry out the country's grand destiny. There can be, he says, no doubt of the constitutionality of an act or acts intended to give the plan not merely United States sanction, but to place the cause absolutely in the control of the United States. The sovereignty which enabled us to acquire Louisiana and other foreign territory is ample. Mr. Jefferson, he believes, as a strict apostle of that great democratic teacher, need have had no scruples, nor need we; indeed, he does not find any opposition of consequence on that score.—Washington Correspondent Charlotte (N. C.) Chronicle.

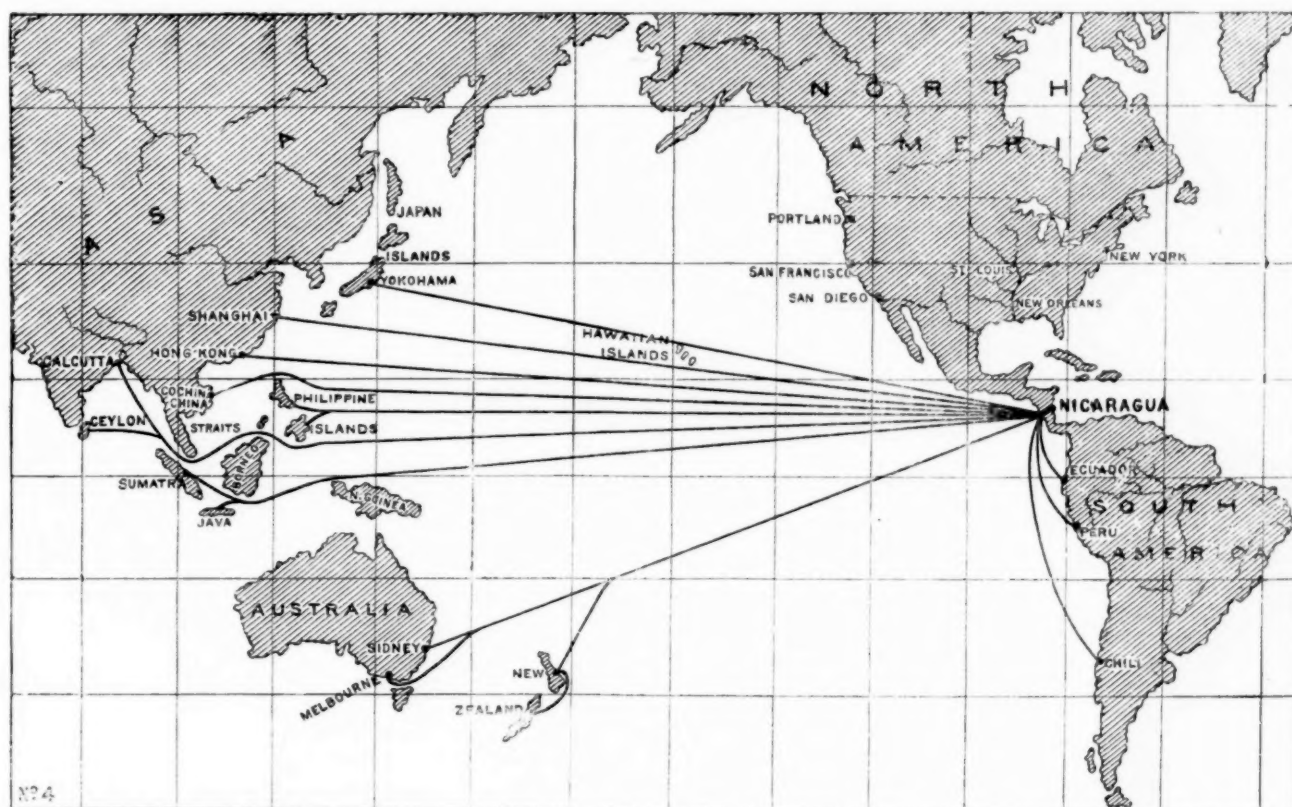
Shipping Coal at Mobile.

President C. A. Danner, of the Mobile Coal Co., at Mobile, Ala., has furnished the MANUFACTURERS' RECORD a description of the facilities which the company will have for shipping by water. The plan contemplates three methods of coal-handling: First, a separate track running on the north end of the property to the river front for conveying coal to the pockets that will be erected for tugboats. Under it will be put endless chain conveyors and elevators to carry the coal up into the pockets, and there will be chutes on the river side with pockets for chuting the coal to the vessels. The main track will run along the entire front of the property, and will be elevated about twenty feet above the water at ordinary tide. At different places along this track will be chutes for coaling barges and other vessels that may not be too high. At one end of this track will be erected a large pocket or coal bin of sufficient height to chute coal into the largest vessels that come into the gulf. It is cal-



Nº3.

NICARAGUA AS A SHORT LINE BETWEEN NEW YORK AND THE PACIFIC.



Nº4

NICARAGUA AS A STARTING POINT FOR THE FOREIGN COMMERCE OF THE PACIFIC NATIONS.

respondent, but I was accorded the privilege of using portions of the pleasant conversation I had with him. Governor Black addressed the North Carolina public at the

scholarly, conservative. But he believes that the destiny of this great republic is not to sit down at home, content with a "home market," but to carry American

non-partisan, non-sectional enterprise, the Nicaragua Canal. He favors it on several grounds. It will instantly increase the trade of the Southern and Pacific-coast

culated that through these chutes and through the large pocket alluded to it will be possible to handle 4000 tons daily. The cost of the improvement will be \$25,000.

BETTER FINANCIAL CONDITION.

Southern Farmers Doing Well Despite Low-Price Cotton.

LESS IN DEBT THAN FOR YEARS.

During the last few months, since the price of cotton has declined so greatly, many Northern papers have taken the ground that the agricultural interests of the South would be seriously injured by low-priced cotton. As pointed out in last week's issue of the MANUFACTURERS' RECORD, the New York Tribune has recently attempted to show that the depression in cotton meant disaster to the South, and that the Southern farmer would be much more severely injured by low-priced cotton than the Western farmer by low-priced wheat. The error of this position was shown very clearly in the MANUFACTURERS' RECORD, but in order to learn the exact condition of Southern farmers, a letter of enquiry was addressed to a large number of country bankers scattered throughout the entire South from Maryland to Texas. No one can be more intimately acquainted with the condition of the farm interests of their sections than the bankers in country towns, whose dealings, unlike those in the cities, are largely with the farmers and with the merchants who are wholly dependent upon farm trade. By reason of this condition they are in a better position to give an unbiased statement as to the condition of the farm interests than anyone else. In answer to these inquiries the MANUFACTURERS' RECORD publishes today letters from all parts of the South. It will be seen that with few exceptions the position is taken that the agricultural interests of the South are in good shape; that the farmers are less in debt than for many years; that they have an abundant supply of provisions and corn for the coming year; that they are learning more and more to raise their own food supplies, and that while cotton is low, and because of this less money will be expended than usually, the farm interests have not been in a sounder financial condition for years. Only two or three of the bankers from whom letters have been received give a discouraging report in regard to the outlook for farmers. Probably the most comprehensive survey of the entire situation is given in the letter from Mr. D. A. Tompkins, of Charlotte, N. C. For some years Mr. Tompkins has given the closest study to cotton in all its phases, and has repeatedly claimed in his writings that the South would have to learn to raise cotton at five cents a pound, and that the prosperity of the cotton interests is based upon large crops and low prices. Mr. Tompkins states that there is a revolution in progress which is resulting in a change from the old planter system to farming; that in place of large plantations devoted wholly to cotton there is coming an era of smaller farms devoted to diversified agriculture. Under this change, and when it is more thoroughly completed than at present, cotton at five cents per pound will, Mr. Tompkins says, prove the most profitable agricultural product in the world. While the change is going on there must necessarily be some suffering, as is true in all revolutionary changes, and the farmers who have not adapted themselves to the new situation will find their business unprofitable, but the progressive farmer who has adopted the new method, who raises his own foodstuffs, will prosper. In the letter of Mr. Tompkins, as in one or two others, attention is called to the fact that the negro as a tenant farmer is proving a failure, and is drifting more and more to the cities, and to mining and railroad work.

A Revolution in Agriculture Under Way—A Comprehensive Statement of the Case.

CHARLOTTE, N. C., December 3.

For more than five years past I have

written that the price of cotton must come to five cents. In order to maintain in the future that control of the production of cotton that it has maintained in the past, the South must make cotton in large and increasing quantities, and it must be made cheap. In Egypt, India, South America and other parts of the world there are large areas of land suitable for cotton-planting. If the South does not produce cheap cotton in large quantities those countries will become competitors, as the farmers of South America have become competitors in the production of wheat and cattle. All revolutions produce some distress. The old plantation system is dying. Both the white and black people who still live on the old plantations are becoming poorer each year. The colored man as a tenant is a failure. In the cottonseed-oil mills, and in many other occupations where some white man is always in immediate charge, the colored man makes a good laborer. In many cases they make good bosses. In the country a few are good farmers. But the great bulk of colored people who are left in the country on the old plantations are shiftless, and are not really making their own livings. As a consequence, there is considerable poverty in the country. But on the other hand, there are many instances of farmers who are conducting farms on their own accounts, and who are doing well. This condition of things applies no more to this year than any other year. The disintegration of the plantations and the improvement of the individual farms has been going on in the past, and will continue in the future. The reparation of the damage done by the war to the South is constantly going on, and this giving away of the old planting system to a system of farming is a part of the process of reparation. The planter rents lands to tenants, and supplies them with provisions bought from the West. The farmer raises his own provisions, and makes cotton as a surplus crop. The planter's colored tenant works about fifty days in the year. The independent farmer, white or black, works about 250 days in the year. The former is shiftless and always in need. The latter is energetic and prosperous. That the change from planting to farming must be ultimately complete seems inevitable. When the change is complete, raising cotton at five cents per pound will be the most profitable farming in the world, and in this way the South will be enabled to hold a monopoly of the production of cotton in the future as she has done in the past. There is nothing alarming in the present situation of the farming interest in the South. It is undergoing a change, but the change is for the better.

D. A. TOMPKINS.

Less in Debt Than for Ten Years.

BANK OF ALEXANDRIA, }
ALEXANDRIA, TENN., December 1. }

The business outlook is somewhat encouraging here. Hogs are bringing good prices, and while mules, cattle and other stock are low, what the farmer has to buy is correspondingly low. Farmers are nearer out of debt than they have been in ten years.

J. F. ROY, Cashier.

Increasing Production of Foodstuffs.

THE BANK OF ATHENS, }
ATHENS, ALA., November 30. }

The article in New York Tribune referred to does a great injustice to the South, as the New York papers usually do whenever they can. My experience and observation of this matter is this: Twelve years ago I worked in a country store, sold goods on long credits, and cotton at that time sold at eight and a-half to ten cents per pound. We charged \$1.00 for tobacco that will sell now for sixty cents, sugar fifteen cents that now sells for ten cents, shoes \$2.00 that would now sell for \$1.25, a suit of clothes for \$15.00 that would now sell for \$7.50, a barrel of flour that we got \$8.50 to \$10.00 would sell to-

day for \$3.50 to \$4.00, a Dow Law cotton planter that we sold for \$10.00 sells now for \$5.00, a mule that we would get \$140 for would now sell for \$75.00 to \$80.00 under the same circumstances, i. e., pay in the fall in cotton. Then all planters bought corn and meat in St. Louis and Kansas City or Northern markets; now a large per cent. of them raise it at home and have some to sell. In this county the corn crop this year is very fine, and so is the cotton crop. I believe that the South would be in a much better condition today than at any time since the war if cotton would stay at present prices, and everything else go higher—land, stock, horses, cattle, sheep, and wheat and corn. This state of affairs would encourage farmers to raise them and quit cotton to a certain extent, and that would cause better prices for it. I believe the South to be the best place for a poor man on earth today. Energy, economy, brains, are wanted here.

C. E. FROST, Cashier.

As Good Condition as for Twenty Years.

FIRST NATIONAL BANK OF BUCHANAN, }
BUCHANAN, VA., December 1. }

I am not able to see in the future the picture of agricultural bankruptcy as painted by the New York Tribune. It may exist further South, but certainly not in this section of Virginia, and I should think the extreme low price of wheat would affect the average Virginia farmer much the same way as the low cotton would the Southern planter. I can only speak, however, for the farming interest of Botetourt county, and I do not overreach the mark when I say that the farmers of this county are enjoying as much prosperity as at any time in the past twenty years. It is true we have a diversity of crops here, chief of which is the growing of vegetables for canning purposes, and, with our fifty canneries for packing the same, makes us, to a large extent, independent of the small grain and grass crop. Of course, the low price of the latter in the past few years has been largely the cause of our farmers turning their attention to the raising of vegetables, and in consequence of which they have subdivided the 500 and 1000-acre farms into small farms to meet the wants of the purchaser or small renter, all of which has been very beneficial to the agricultural as well as commercial betterment of our people; it also invites settlers wanting small farms. This county has always thrown out a welcome to all good people, and still continues to do so.

J. Z. SCHULTZ, Cashier.

Much Better Condition Financially.

SAVINGS BANK OF FORT MILL, S. C., }
FORT MILL, S. C., November 28. }

In my section of this State the people are in a much better condition financially, and, in fact, every other way, than at this time one year ago, and I believe that this is the case throughout the entire cotton belt. While the price of cotton is low, yet the quantity compensates. The country is very well supplied with corn and forage, 50 per cent. more than in 1893. Meat is much more abundant. Our people are in better spirits and have a greater desire and more talk of entering into enterprises, such as cotton mills, etc.

SAMUEL E. WHITE,
Pres. Fort Mill Manufacturing Co.
and Savings Bank of Fort Mill.

North Georgia Farmers in Good Shape

THE S. LEMON BANKING CO., }
ACWORTH, GA., November 28. }

In reply to yours of November 26 in reference to the condition of the farmers of the South, so far as North Georgia is concerned we think the farmers are in much better condition than they were a year ago. They have an ample supply of corn, syrup, potatoes, and more meat than usual. They have had to sell their cotton at a low price, but last year they only made five-eighths of a cotton crop, while this year they have a full crop, and we think they will have as much money and owe as little, in fact less,

than last year. And with the supply of provisions at home they will be able to make a crop with less debts next year than they have for many years. We, therefore, consider our farmers in a better condition than for some time.

S. LEMON BANKING CO.

Not Much Money, But No Debts and Plenty to Eat.

BANK OF THE UNIVERSITY, }
ATHENS, GA., November 28. }

I am convinced that, in spite of the low prices of cotton, the Southern farmer is in better condition than for years past. If he will raise his own supplies he can make money on cotton at five cents. The relief from time prices and high rates of interest, the low prices of the household goods and clothing of his family, the increased price of cottonseed and facilities for marketing the crop all combine to make his condition vastly improved. Many farmers of my acquaintance have told me "I didn't get much money for my cotton, but I have got plenty to eat and I don't owe a cent." Of course, the farmer who owes money will receive unremunerative prices for his cotton to pay his debts with.

A. L. HULL, Cashier.

Low Price of Cotton Offset by Increase of Foodstuffs.

BANK OF BREWTON, }
BREWTON, ALA., November 29. }

Would say briefly that while the low price of cotton this season has of course affected the farming interests adversely, but not to such an extent as the Tribune's article would apparently try to imply. The acreage has been quite large and the yield very satisfactory, and the low prices of most all lines of manufactured goods, coupled with a noticeable increase in the production of hogs and breadstuffs, has, in my mind, to a great extent offset the low price obtained for the staple crop. In this section of the State the number of mercantile failures that might be attributed to that cause alone have been few and far between. While the volume of business generally is perhaps not so great as heretofore, it is still very fair, and, in my opinion, this section of the country is in a reasonably good financial shape, all things considered.

O. F. LUTTRELL, Cashier.

CENTRAL CITY DEPOSIT BANK, }
CENTRAL CITY, KY., November 30. }

This is not a cotton-growing country. The principal crops are tobacco, corn, wheat and hay, none of which are near a full crop, on account of the drought last summer. There are extensive coal interests in this county, but none of the mines are working to their full capacity, on account of the light demand for coal. What farm products that are for sale bring low prices.

J. S. HILL, Cashier.

Hard Times in This County.

THE BENTON COUNTY BANK, }
BENTONVILLE, ARK., November 30. }

Our county is experiencing one of the hardest years for twenty, owing to failure of fruit crop and corn crop, but we have a very good wheat crop, and while our farmers are not handling much money, yet a majority of them will get through very well. Those in debt will be able to pull through next year if we can have a good fruit and corn crop. We raise no cotton, but depend for money on fruit, hogs and tobacco.

C. C. HUFFMAN, Cashier.

In Good Shape, with a Good Outlook.

STATE BANK OF FORT MEADE, FLA., }
FORT MEADE, FLA., November 30. }

We think that the outlook before this State, and Polk county in particular, is very good. There seems to be a great deal of interest being taken in Florida, more so than we have ever noted before, and we think that this will bring a lot of the right class of settlers in here this winter. Our people have, of course, suffered, as anywhere else, from the hard times, but we think to a less extent than elsewhere. Our orange crop is fairly good, and the field and garden crops are excellent. Our phosphate

industries are doing well, and several new plants are going into operation in the near future. Summing up, we think that we have weathered the financial storms better than elsewhere, and that the future promises very well for us.

N. JACKSON, Cashier.

Very Hard Times.

BANK OF SOUTHWESTERN GEORGIA,)
AMERICUS, GA., December 1. }

All that can be said is that the farmers, as a rule, will have provisions for next year; that they have not been able to pay the current expenses for the year, and many are asking for aid now. In plain words, the country generally is worse off now than it has been for fifty years. M. SPEER, Prest.

No Failure in Two Years.

FIRST NATIONAL BANK OF BEAUMONT,)
BEAUMONT, TEXAS, November 30. }

This city is situated in a lumber-manufacturing district, and a section now being rapidly developed into a rice-growing one. We have no cotton interest except that with which we are indirectly connected by dealings in lumber traffic. Hence our opinion in regard to the condition of the cotton-growing section is not as trustworthy as the opinion of those immediately located therein. As to our immediate section, the Tribune's sad picture is quite wide of the mark. While the lumber trade is poor, and the product commands a low price, the manufacturers are in good condition financially, and are waiting patiently for a return of better prices and demand. The demand is now increasing, due to the deepening of water at Sabine Pass, which enables our millmen to export, which they are daily doing in large cargoes to Cuba, Mexico and South America. Rice culture in this section has passed the stage of experiment, this being the third year rice has been grown with success. Experiment has shown that while the crop can be grown about as cheaply as wheat, and with less risk, it is doubly as profitable, the average gross income per acre being from \$25.00 to \$30.00. These successful experiments have resulted in a large inflow of population and consequent enhancement of land values. As a further evidence of our strong position locally, there has not been a mercantile failure in this city within two years, nor do I know of any expected. In this country we are in good condition, have good prospects ahead and are alive with hope.

W. S. DAVIDSON, Cashier.

Better Condition than for Years.

BRIDGEPORT, ALA., November 30.

Our farmers are more prosperous and in better condition than they have been in five years. They are almost worked out of the one-year credit system by our merchants. Hence they have bought more cautiously, and paid as they bought. Our oat crop was short, it is true, but we do not sow oats as a crop for market. So it was with Irish potatoes. Our farmers dropped cotton as their main crop three or four years ago. We make more corn and pork. Our corn crops were never better, and, with the expectation of good prices, our farmers are cheerful and hopeful.

E. L. LEE.

GRENADA BANK,)
GRENADA, MISS., December 1. }

In answer to yours of the 26th ult., I am of the opinion that this section of the South is in as good, if not the best condition it has been in for years. Because: 1. Money-lenders and credit merchants have exercised greater caution in extending credits than in former years, thereby proportionately decreasing the indebtedness of the country to the prevailing price of cotton, evidenced by the fact that credit merchants, with hardly an exception, are making better collections this year than for several years past. 2. Such a variety of crops and abundance of yield has not rewarded labor in twenty years—the proportion of yield as great as the price is less.

3. The people have been forced to rules of economy that has been worth thousands to them. I believe there will be as much or more money in the country for the next twelve months than there has been in either of the two past years. There is more inquiry for land in our State by cash purchasers than there has been at any time since the war. Our people, with the balance of the country, have felt the depression, but they are a long ways from being demoralized, as the New York Tribune suggested. JNO. W. GRIFFIS, President.

Fewer Obligations, and All Happy.

BANK OF DEMOREST,)
DEMOREST, GA., November 30. }

The planters of Northeast Georgia are now in a better condition financially than they have been for years. Their crops are more varied, and all have been large, and as the purchasing power of the proceeds of these crops has increased, owing to the decline in prices of their necessities, they have been able to pay off many of their debts, and as the past year's financial disturbance has taught them not to incur new obligations, they are naturally in a happier state than they have been for many years. Our section offers unusually good inducements for both farmers and manufacturers, the excellent climate, cheap lands and magnificent water-power being the chief attractions. I have before me now a letter inquiring about our advantages for the location here of a \$100,000 cotton mill, and as one has been in operation here successfully for eleven years (never having passed a pay day), I see no reason why we should not have another. Our merchants are doing a good, safe business; inquiries for lands are getting to be more frequent; business seems to be on a firmer basis, and I unhesitatingly pronounce the recent statements of the New York Tribune about the poor condition of Southern farms false, at least, as applied to this section of the South. ARTHUR HAMPTON, President.

White Farmers More Prosperous Than Ever—Negroes Poorer.

REEVES & SON,)
CAMDEN, ARK., November 30. }

The farming interest of South Arkansas was never in better condition than now, so far as the white people are concerned. They have more corn, meat, potatoes, turnips, better stock of all kinds, are nearer out of debt than I have ever known them. They diversify their crops. The colored population is worse off. They do not care to raise eatables; prefer making cotton and buying what they eat. Since cotton has gone down so low they can't get credit, for, take low-price cotton and poor labor, they make nothing and ruin those who hire them. They are leaving the farms, going to mills, railroads and towns. There are rare exceptions. Now and then we find a colored man doing well. All our merchants who sell for cash are in fine fix, prospering, but those who sell on credit are having a hard pull to get through. The tendency now is to a close cash system from this on. Our banks are in fine condition; our farmers sowing more grain than we have known for years. J. A. REEVES.

More Money Than Last Year and Abundant Grain Crops.

FIRST NATIONAL BANK,)
ABERDEEN, MISS., November 28. }

The South was never in a more prosperous condition. It is true the price of cotton is lower than it has been for a number of years, but a very large crop has been made, enabling the planter to receive as much as if a small crop had been made and the price was correspondingly high. And I might presume to say that the money paid out for cotton this season supplements that of the last by from 10 to 20 per cent. in this section, and, besides, our farmers have raised large crops of the cereals, and are better prepared to enter upon a new crop than in former years. My opinion is, the South is entering upon an era of prosperity that will ultimately place it in the

front rank; and now is the golden opportunity for the Northern and Western farmers and capitalists to locate among us, while lands are comparatively cheap and every inducement is offered that will inure to the benefit of the investor. A great many have already located upon lands, and are perfectly satisfied with the result of their labor so far, and we hope that the future will bring more of them. We will guarantee to one and all a cordial welcome.

F. P. JINKINS, President.

A Prosperous Part of Virginia.

CITIZENS' BANK,)
BLACKSTONE, VA., November 30. }

In my immediate section they have not been in better fix in ten years. We were blessed this year with fine seasons, and there were fine crops of tobacco, both bright and dark, raised; fine crops of corn, wheat, oats, and all kinds of trucks; pork, beef and mutton are also in abundance. We have here in Southside Virginia as fine climate and water as can be found anywhere, and lands that respond more readily to any effort towards improvement than any in this country. Tobacco is our main money crop, and any live energetic farmer who understands his business can net from \$30.00 to \$50.00 per acre for every acre in cultivation in dark tobacco, and from \$50.00 to \$75.00 per acre in bright tobacco. I made an average of \$110 per acre in bright tobacco, and I am sure it did not cost over \$40.00 per acre to put it on the market, and I am not situated so that I can give my farm my personal attention. We have the right lands to make farming pay; we need more capital and more energy with it. I think on the whole we of this section are a favored people, free to a great extent from the influences of panics, and when we consider what an amount we have paid in high-tariff taxes since the war, to be disbursed by bogus pensions throughout the North, and with all of this drawback we have made and are making rapid progress, we can but render praises to God, the Giver of all good.

JOS. M. HURT, Cashier.

Prudent Farmers in Good Condition.

BAINBRIDGE STATE BANK,)
BAINBRIDGE, GA., December 1. }

I can truthfully say that, notwithstanding the unprecedented low price for our staple farm product, cotton, our planters, wherever the same prudence and economy have been used on the farm—the same as would be done in the counting-house—are in independent circumstances. Real estate has not depreciated, only in a few instances. Our merchants are in good standing and meeting their obligations promptly.

E. J. PERRY, Cashier.

No Hard Times Around Greenville.

THE PEOPLE'S BANK,)
GREENVILLE, S. C., November 30. }

Five-cent cotton has, of course, been a great disappointment to our farmers, but the situation is not at all gloomy, as five-cent cotton, with all the cattle, hogs, corn and fodder they need, is better for our farmers than seven-cent cotton, with corn and bacon brought from the Northwest. Our farmers are in better condition than for years. We do quite a large loan business with farmers in this section; usually they meet their paper from ten days to two weeks ahead of maturity; this year they have been three to four weeks ahead of maturity. Our farmers have a happy faculty of living on a little less than they make, regardless of how little that is, and when they give up, a Chinaman could not succeed. Our markets are supplied with home-raised hogs at six cents per pound; cattle, two and a-quarter cents; sheep, two cents; corn, fifty cents per bushel; sweet potatoes, twenty-five cents per bushel. With all these things on the farm, ready to begin work, our farmers will find next year that they will not be on the road to town half the time to buy Chicago supplies. Summing it up, we think we are in better condition

than the Northwest, with its cheap wheat, and the Eastern States, with their cheap (1 per cent. per annum) money. Our merchants are prompt in meeting their paper, and, while sales are lighter than in former years, they too find, with a little trimming in expenses, that profits are about the same. The future around here is as bright as we could hope for, even in good times. There are good quantities of home money seeking desirable investments in factory stocks, etc.

FRANK HAMMOND, President.

No Depression in South Florida.

LEESBURG AND COUNTY STATE BANK,)
LEESBURG, LAKE COUNTY, FLA., Nov. 30. }

There is no depression anywhere in South Florida. The orange crop is abundant, and is bringing fairly good prices. The demand for mortgage loans is small, and the past few years have marked a growing dislike on the part of the people to encumber themselves with mortgages, and a determination to raise more home supplies and be less dependent on the North. The development of the mineral resources of Florida, notably phosphate rock and kaolin, proceeds apace and will bring great wealth to the State. The fruit-growers pay increasing attention to the raising of only the best varieties of fruit and to the best methods of packing and marketing of their products. This section of the State has immense potential resources in its uncultivated lands adapted to tobacco, sugar and rice, while canning factories are greatly needed to utilize our surplus citrus fruits. We need only more capital and more settlers to develop what is now a fairly general level of well-being into a high degree of prosperity.

G. CHEWYND STAPYLTON, Prest.

Low Prices, but Large Crops.

THE FIRST NATIONAL BANK,)
BAIRD, TEXAS, December 1. }

In Callahan county, Texas, where I have lived for the past ten years, although we have a low price of cotton, yet, with about the same population, we have made about double the amount of bales, the crop being excellent. Cattle have advanced in price, and thereby assets generally in the county have increased largely in this respect, and we have a good many cattle; our forage crops are excellent, and abundance of feed is everywhere found here. Land values are depressed, but only temporarily, as this is due to currency and financial disturbances. Our people meet their obligations as well as usual, and our financial condition here is about the same as for the past five years. The Baltimore plan of reforming currency is popular here, and if adopted would be satisfactory.

F. W. JAMES, Prest.

Better Financial Condition than Any Other Part of the Country.

BANK OF BILOXI,)
BILOXI, MISS., November 30. }

The financial conditions in our section are as good, if not better than in any part of the United States, and to prove this would say that during the financial troubles last summer our bank never adopted the restriction clause against depositors, but paid all checks on demand, which very few banks, if any, did all over the country. But, of course, our section is not dependent on farming, only in a small way of truck farming. Our main dependence here comes from the waters of the gulf—fish, oysters, shrimp, terrapin, etc.—and in connection with our various canneries, which employ a great many laborers, and all the business is carried on on a cash basis, labor is well paid, and nobody need be idle that wants to work. The conditions of our farmers away from this coast, as far as we are able to ascertain, are good in spite of the low price of cotton. The greater part of our planters have learned to raise their necessary supplies first, and then cotton as a surplus; in fact, those that don't do this will be compelled to do it in the near future, and the probabilities of the South are that it will not be many years when the

Southern States will ship not alone cotton, but grain and hay, to the West and North. Our climate and cheap land will do it, and our farmers are working up to that point. What we need most is emigration of good farmers who can work the lands on a more modern and economic plan, and their success will follow. C. F. THEOBALD, Prest.

"A Blessing In Disguise."

BANK OF CHERAW, }
CHERAW, S. C., November 30. }

The farmers in this section have made the crop of 1894 at less expense and with less assistance than ever before, and, as a rule, the yield has been good. The lessons of economy they are learning will prove of untold benefit to them. There is a general disposition to plant much less cotton next year, and to plant small grain, including rice, to the culture of which we have lands finely suited. Other crops, such as sorghum and sugar-cane, will receive more attention, and more live stock will be raised. With our climate and natural resources, nothing but a want of effort can permanently impoverish our farmers. The prospects are brighter than they were a year ago. The present depression is "a blessing in disguise," and the people are learning that this section can take care of itself without entire dependence upon cotton. When this lesson is thoroughly learned, we will see the beginning of an era of unexampled prosperity, and the South taking her place as the leading agricultural section of the Union.

R. T. CASTON, President.

Alabama Farmers as a Class Doing Well.

ALABAMA NATIONAL BANK, }
BIRMINGHAM, ALA., December 1. }

So far as the State of Alabama is concerned, I have had interviews recently with people from all parts of the State. I have talked with a colporteur who has traveled extensively in the interior of the State the past six months, dealing largely with the farmers, and the reports from all quarters are that the farmer is in better condition than at any previous time since the war; that the iron rod of a bitter experience has gone into his soul and taught him the absolute necessity of providing his own food supplies; hence he has meat and corn to make his crop next year. That there will be more diversity in the crop in the future is an assured fact. The great decline in the prices of the staple products of that section must necessarily force to the wall the heavily mortgaged farms that have depended almost entirely on cotton crop to meet interest and principal due. It won't do it. Hence there will be foreclosures, and it may be from the aspect of affairs that a discouraging view has been taken of the South. The same principles that hold good in other lines of business apply to agriculture. In times of depression and trial the weak and heavily-loaded ones go to the wall. It is the exception, and not the rule. There is a hopeful outlook in the fact that a large class of intelligent business people have gone back to agriculture during the past year. The improvement must show itself in a few years. The great variety of crops which North Alabama can produce will ultimately make it an attractive field to those who are seeking a softer climate in a healthy section. The growing manufacturing interests, with its steady increase in city population, will furnish demand for increased agricultural products and make it practically self-sustaining.

R. D. JOHNSTON, Vice-President.

THE FIRST NATIONAL BANK OF ATHENS, }
ATHENS, TEXAS, November 30. }

I regard our section of the country as being in better condition than it has been for ten years. It is true cotton is very low, but farmers have made more of it—almost double the crop of last season. They also made a fine corn crop, and a great abundance of small crops, such as peas, potatoes, etc., and, again, they have plenty of

hogs to supply the country with meat. The farmers are paying up their indebtedness better than usual; so, taking everything together, the country is really in good shape. T. F. MURCHISON, President.

CROOK, GADDIS & McLAURIN CO., }
BOLTON, MISS., November 30. }

Take 100 farmers and there may be ten in the number that are able to pay out. The farmers are much discouraged, of course, and, while they seem to be desirous of liquidating indebtedness, it is evident that the future holds in store no promises of hopeful realization. Not a solitary farmer in this region will pretend that he can make cotton at present prices. The production of cotton requires attention for the entire twelve months, and, while agricultural implements are cheaper than formerly, the supplies usually consumed by laborers on the cotton plantations are quite as high as when cotton sold for eight to eight and a-half cents per pound. The other expenses necessarily incurred by the farmer, as taxes, doctors' bills, etc., are no less than when he sold his cotton at nine cents, instead of five, as at present. Counting the indebtedness of the farmers as a claim against his wealth, he is much poorer than ever before. The point is this: With his labor, time and attention, with all the skill that experience has brought, he cannot at five cents for cotton more than pay current expenses, leaving off any remuneration for these. Then, would it not be better to largely abandon the cultivation of cotton and apply his ability as a farmer in some other direction? By the time for planting another crop the home supplies in the cotton region will have been largely exhausted, and the farmer must look for assistance to supply the sinews of war. Where can he get it? The merchant says your outstanding balance plainly shows your inability to pay expenses by raising five-cent cotton. Thus circumstances seem to force a large reduction, for a continuation of the present system means a hopeless bankruptcy.

Land Sales in North Carolina.

A dispatch from Asheville, N. C., announces that, in addition to the purchase by a New York syndicate, as lately reported in the MANUFACTURERS' RECORD, of the Whittier timber tract in Swain and Jackson counties for \$140,000, Harvey M. Dickson, of Mattoon, Ills., is said to have purchased 34,000 acres of timber land in the same locality for the lumber firm of Dickson & Co.

Mr. George Vanderbilt has also added nearly 300 acres to the Biltmore estate, near Asheville, paying \$70,000 for it. Mr. Vanderbilt's land lies at the junction of the Swannanoa and French Broad rivers.

Another North Carolina Colony.

It is stated that a real estate firm of Alleghany, Pa., has secured 50,000 acres of land in Craven county, N. C., in the vicinity of New Berne, and will locate upon it families of Pennsylvania people. About fifty persons are expected to leave in a few days for the place, and it is stated that planing mills and a machine shop will be erected in which Pittsburg mechanics will be employed.

SINCE the time when the memory of man runneth not to the contrary, Messrs. Raphael Tuck & Sons Co., Limited, of London and New York, have been noted for their artistic publications, and especially for the beauty of design and execution of their holiday cards. Their Christmas and New Year cards for this season, like those of the past, merit all the good things that can be said about them. Appropriate cards for all purposes and all occasions can be found in their selections, ranging in price from the most inexpensive to those whose cost is in proportion to their exquisite design and work.

TEXTILES.

[A complete record of new textile enterprises in the South will be found in the Construction Department, on pages 291 and 292.]

Another Cotton Factory.

It is announced that a cotton factory will be built in New Orleans, La., equipped with the latest improved machinery. A number of Northern capitalists, together with Mr. William Parker, of the Semmes & Parker Manufacturing Co., are interested in the matter, and it is proposed to manufacture the finest grade of goods.

A Big Cotton Cargo.

The British steamship Maroa sailed on the 2d inst. for Havre from New Orleans with the biggest cargo of cotton that has ever left that port. The Maroa cleared with 18,200 bales of cotton, and after clearing added 148 bales to that amount, making in all 18,348 bales, together with 7800 pieces of staves. Her cargo of cotton was valued at \$550,000.

Textile Notes.

R. H. EVANS, of Chattanooga, Tenn., wants addresses of mills that make special cloth for flour sacks.

THE Cabarrus Cotton Mill, of Concord, N. C., has contracted with the Lowell (Mass.) Machine Co. for a lot of new machinery.

THE cotton factory at Taylorsville, N. C., the property of Mr. J. M. Moore, was destroyed by fire on November 28. The loss was about \$10,000.

THE Isaetta Mills has been formed, and will operate the old Algernon Mill at Augusta, Ga. Operations were resumed December 3. Jack Brotherton is secretary-treasurer.

ENDEAVORS are being made to secure the erection of a cotton mill at New Berne, N. C., and Mrs. Wm. Beard states that she has secured sufficient subscriptions to ensure same.

IN addition to the new mills projected at Greenville, S. C., it is also rumored that two more companies will be formed. Subscription lists are now in circulation for a \$50,000 stock company.

THE plant of the Anniston Cordage Co., at Anniston, Ala., is now running from 6 A. M. until 11 P. M., and orders are on the books now sufficient to keep it operating at this rate until April 1, 1895.

THE Tallassee Falls Manufacturing Co., of Tallassee, Ala., is putting in a second lot of the Lowell (Mass.) Machine Shop revolving flat cards, besides quite a number of its new pattern of coiler railway heads.

THE directors of the Batesburg (S. C.) Cotton Mills held a meeting recently, and decided to put in 100 looms for manufacturing brown homespun. Operations will be commenced soon. Mr. John H. Hunt is president, and E. C. Ridgell, secretary-treasurer.

THE mills of the Pocahontas Cotton Manufacturing Co., at Petersburg, Va., began on the 27th ult. running both day and night, due to the demand for goods. These mills now give employment to 210 hands, and the company has advertised for 100 more operatives.

THE Montgomery (Ala.) Cotton Mills, Jno. C. O'Connell, president, and W. B. Tanner, secretary, have been doing a remarkably successful business since the reorganization of the Adams Cotton Factory, and will buy new improved machinery and make other changes.

THE Commonwealth Cotton Manufacturing Co., at Durham, N. C., is enjoying good business, and has on hand a large number of orders. As recently announced, this company has contracted for fifty additional knitting machines. The equipment

lately added includes dyeing machines and drying machine.

THE batting factory now being built for the Charlotte (N. C.) Oil & Fertilizer Co. by Mr. Fred Oliver, president, is rapidly approaching completion. It is proposed to utilize the lint from the cottonseed as a raw material in the place of cotton. The new factory will probably be ready for operation about January 1.

THE stockholders of the Cherokee Falls Manufacturing Co., of Blacksburg S. C., held a meeting on November 28 and officially decided to rebuild its mill, which was burned in September. The directors were ordered to erect a building at once and equip same with 6600 spindles and 160 looms for the manufacture of a fine quality of goods.

MESSRS. J. C. RANKIN and W. T. Love, of Mt. Holly, have recently leased the cotton factory in Marion, S. C., for twelve months, with the option of continuing. The factory started up October 23 last, manufacturing yarns running in numbers from 10s to 20s. The capacity of the mill is 1800 spinning spindles and 800 twistors. J. F. Carter is superintendent.

THE Monroe (N. C.) Cotton Mills has ordered four new Fales & Jenks twistors and a new 100 drum Foster cone-winder. The product of the mill is sold up to March, 1895, and business is reported good. The mill continues to run night and day on 20s to 40s single and double. In the near future a weaving plant to produce a fine grade of cloths will probably be added.

PLANS for the big addition to the Exposition Cotton Mills at Atlanta, Ga., have been completed by Lockwood, Greene & Co., of Boston. The building will be of brick, four stories high, 300x105 feet, with engine-room 50x38 feet, and boiler-house 40x100 feet. The machinery equipment of the new plant is to consist of 20,000 spindles and 650 looms, giving employment to about 400 workmen, and a fine class of goods is to be produced.

THE new additions to the Kilbourn Knitting Mills, at Martinsburg, W. Va., composing a dyehouse, an oxidizing building and a finishing-room, are about completed and ready for use. The entire factory will be lighted by electricity to be supplied by the company's own plant, which is a recent improvement. The Middlesex Knitting Mill is also being improved with an electric-light plant. The mills are now running on full time, and in a short while will be obliged to run day and night to fill all orders.

Baltimore Realty in Demand.

The demand for real estate in Baltimore continues. Within a few days Charles E. Spaulding has bought a part of the Brooks property in North Baltimore for \$50,000, on which, it is stated, he will build brick and stone dwellings. He has also bought several hundred feet of front in Northwest Baltimore, near Druid Hill Park, for the same purpose. Frank W. Trimble has purchased eight acres of land on Fulton and Pennsylvania avenues, in the same section, for \$85,000, or over \$10,000 an acre, which he will improve with residences. Four and a-half acres adjoining this tract were sold a week or two ago for \$50,000. Several hundred feet have been sold in North Baltimore for fine dwellings, some of it reported at \$250 a front foot. The Maryland Title Insurance & Trust Co. offered for public subscription on Wednesday \$50,000 debenture 5 per cent. bonds on Baltimore real estate, and by 3 o'clock had offers aggregating \$138,000.

THE Port Royal & Augusta has improved its train service between Augusta and Savannah, Ga., by running a passenger train which reduces the time between those cities to three hours and twenty minutes.

RAILROAD NEWS.

[A complete record of all new railroad building in the South will be found in the Construction Department, on page 292.]

WASHINGTON-BALTIMORE ROAD.

Full Description of the Line, Rolling Stock and Power Stations.

The MANUFACTURERS' RECORD is enabled to state, on the highest authority, that contracts will be closed in a week or ten days for building the section of the Washington & Baltimore Boulevard Co.'s electric line between Washington and Laurel. This section is seventeen miles long, and the grading contract has already been awarded.

According to the opinion of experts, this is to be one of the best built electric roads in the world, and possibly the best in this country. The section mentioned will be double-track, as well as the one from Baltimore to Laurel. It will be laid with 80-pound steel rails on hardwood ties set in crushed-stone ballast. Including the electrical equipment and stations, this road will average per mile of single track \$15,000 to construct.

One power-house will be built at Washington and one at Laurel. The Washington station will furnish power simply to the Washington-Laurel section, while the other will furnish power partly to this and partly to the Laurel Baltimore section. When completed the stations will require 1000 horse-power each in their boiler batteries, and will cost singly \$60,000 complete. The current will be generated by 500-volt dynamos, and each house will have two electric "units" of strength. The rolling stock on this division will consist of ten motor cars each of 100 horse-power, and capable of maintaining an average speed of sixty miles an hour, or of covering the distance between Washington and Baltimore in less than forty minutes. The power-stations will be constructed of brick with metal roofs and iron structural interior work. Between Laurel and Washington twelve passenger stations are to be built. They will be principally of wood of ornamental design. The road is to be equipped with the block signal-system, by which the cars can be kept in equal blocks or at certain distances apart, avoiding all risks of collision.

The trolley system is to be used throughout, and between Laurel and Washington about 3000 poles for feed-wires, etc., will be erected, or nearly 6000 on the entire route.

The cost of the entire line from Baltimore to Washington will be about \$1,000,000, of which \$500,000 will be spent on the Laurel division. This estimate covers three \$60,000 power stations in all and twenty 100 horse-power motor cars. David M. Newbold, of Baltimore, is one of the leading spirits in the enterprise. It is generally understood that he is associated with the Widener-Elkins-Hambleton traction syndicate of Philadelphia and Baltimore.

Money for Street Railways.

A New Orleans dispatch states that a syndicate has been formed, consisting of A. Baldwin, James H. Maury and other local capitalists, who will take enough bonds of the New Orleans Traction Co. to complete the equipment of its system for use of the electric motors. The company controls 122 miles of line. Several months ago the MANUFACTURERS' RECORD noted the fact that the Seligmans, of New York, had become interested in the reconstruction of New Orleans railways, and through them several million dollars of Northern capital had been placed in these interests. This investment seems to have encouraged the New Orleans people, with the result that the syndicate has been formed to complete

the work of rebuilding. Already several firms, including one from Baltimore, are making estimates of electrical equipment, boilers, etc., for the system and its power stations.

Another Georgia Project.

Capitalists have had a meeting in Atlanta with the view of extending the Georgia Midland & Gulf, soon to be sold at foreclosure sale, and by connecting it with the Columbus Southern have a line from Atlanta through Western and Southwestern Georgia to Tallahassee, Fla., on the Gulf of Mexico. To complete this line would require a 25-mile extension of Georgia Midland & Gulf from McDonough to Atlanta, and about eighty-five miles from Dawson to Tallahassee of the Columbus Southern.

Among those interested are T. H. Simmons, of New York city, a lawyer; R. W. Day, of Chicago; David Kitson, of Glasgow, Scotland; T. E. Blanchard, president of the Fourth National Bank of Columbus, and S. F. Parrott, of Columbus.

An Important Sale.

The United States Court at Little Rock, Ark., has ordered the sale of the Little Rock & Memphis by foreclosure proceedings. It is claimed that the company paid no interest on its bonds since March, 1893. The Central Trust Co. of New York is trustee for the bondholders. Rudolph Fink is receiver for the line, which extends from Memphis to Little Rock.

The Little Rock & Memphis would give any of the lines entering Memphis an extension to Little Rock, while, in connection with the Choctaw, Oklahoma & Gulf and other lines projected into the Indian Territory, it might form a link in a system reaching across the continent. A glance at the map shows that the Atlantic & Pacific, the Choctaw, Oklahoma & Gulf, the projected Little Rock & Pacific and the Little Rock & Memphis form almost an air line east and west from the Mississippi river to the Pacific coast.

Under these conditions the Little Rock & Memphis would be valuable to the Louisville & Nashville, the Illinois Central, the Southern or the Kansas City, Memphis & Birmingham. With the latter, in connection with the Seaboard Air Line and the East & West of Alabama, a system would be formed reaching from Hampton Roads to the Pacific ocean. A combination with the Southern would give that company an entrance into the Territory beyond the Mississippi, its present terminus, while another trunk line would be formed from the Atlantic to the Pacific. It would form a desirable feeder to either the Illinois Central or the Louisville & Nashville. Hence there is reason to believe that several buyers will be present at the sale, and that competition will be close, as the amount of bonds concerned is only \$3,225,000.

The Southern Railway Association.

From present indications the Southern Railway and Steamship Association will be dissolved, and when the present contracts made by the several roads in its membership expire they will not be renewed. Already enough companies have followed the example of the Louisville & Nashville in giving notice of withdrawal to nullify any action the association might take. It is generally believed that another body will be formed, but whether Commissioner Stahlman is retained at its head is a doubtful question.

The president of one of the principal Southern trunk lines gives the MANUFACTURERS' RECORD this reason for the breaking up of the association: "I have feared that the arbitrary and partisan action of the commissioner in charge would bring about just such results, and I am, therefore, not surprised at the withdrawals from membership."

Charleston as a Railway Terminus.

The project of the Louisville & Nashville to build a road from Augusta to Charleston has reached a point where its application for a charter has been favorably reported in the South Carolina legislature. The MANUFACTURERS' RECORD was the first paper to announce, nearly a year ago, that the Louisville & Nashville had decided to have an Atlantic seaboard outlet for its system at Charleston, and that it had secured a portion of the securities of the South Carolina & Georgia with the view of obtaining the road at foreclosure. As is well known, the syndicate represented by Parsons Bros., of New York, obtained the line, which is the only one between the cities named. There is a strong probability that the present plan of the Louisville & Nashville in securing a charter is to force the present owners of the South Carolina into coming into its system, and that the road for which a charter is asked may not be built at all. The South Carolina is independent of any system, and probably would make an arrangement with the Louisville & Nashville if the latter paid it enough for trackage, etc.

One thing is assured, however, and that is that Charleston is to be one of the Louisville & Nashville terminals. This means a great increase in the city's commerce by rail and water, and that it will become an important export point for ocean freight from the West. With such a trunk line as the Louisville & Nashville terminating at Charleston there is no reason why the city should not take its place in a few years among the principal seaports of the country.

Dissolved the Injunction.

The contest in the courts between the Southern and Cincinnati, Hamilton & Dayton systems over the control of the Alabama Great Southern road, which was forced to an issue over an injunction suit, has been decided in favor of the Cincinnati, Hamilton & Dayton in the Birmingham City Court by Judge Wilkerson, in which the injunction affecting their control has been dissolved. The Southern will probably appeal the case.

Seaboard Air Line Change.

The appointment of Everett St. John as vice-president and general manager of the Seaboard Air Line, to succeed John C. Winder, caused by the latter's resignation, brings into the Southern railroad field one of the most progressive Western railroad managers. Mr. Winder has had a long career as a railroad official, and has determined to retire to private life. Mr. St. John is well known as late general manager of the Chicago, Rock Island & Pacific system.

Annual Meetings.

The following officers of the Abbeville Southern Railroad were elected: S. G. McLendon, president; M. F. Plant, vice-president; R. B. Smith, secretary; J. Moultrie Lee, treasurer; B. Duncan, superintendent.

At the annual meeting of the Birmingham Mineral Railway, a branch of the Louisville & Nashville system, the following directors were elected for the ensuing year: M. H. Smith, S. R. Knott, R. H. Ingram, H. W. Bruce, C. Quarrier, W. W. Thompson and Thos. K. Scott.

A. B. Plant was re-elected president; H. S. Haines, vice-president, and R. G. Fleming, superintendent, of the Savannah, Florida & Western (Plant system) at the meeting held in Savannah. The gross earnings for 1894 were \$80,000 more than in 1893, but the surplus was about \$12,000 more only, on account of heavier operations.

At the annual meeting of the Alabama Midland (Plant system), the report of the president was received, showing earnings for the fiscal year as follows: Gross earn-

ings 1893, \$490,767.77; 1894, \$547,954.66; increase, \$57,186.89; operating expenses 1893, \$542,860.83; 1894, \$503,232.38; decrease, \$39,628.45; deficit, \$52,093.06; increase, \$44,722.28. The officers elected were as follows: H. B. Plant, president; M. F. Plant, vice-president; R. B. Smith, secretary; J. Moultrie Lee, treasurer; A. A. Wiley, counsel; E. Duncan, general superintendent.

Railroad Notes.

ACCORDING to the report of the Kentucky railroad commission, about nineteen miles of lines were built in that State this year. The most important work was the building of the Log Mountain road, twelve miles in Bell county.

ACCORDING to the report of President Hood, of the Western Maryland, that company increased its net earnings \$7662.41 in October over the corresponding month of 1893. This is a remarkably good showing, considering that the total net earnings were but \$44,634.06.

THE South Baltimore (Md.) Car Works, through Charles T. Crane and Mayor Latrobe, the receivers, has closed a contract to rebuild 800 freight cars for the Baltimore & Ohio Railroad. The cars are of the box, gondola, coal and lumber patterns. Work will be commenced on them at once.

THE Georgia, Southern & Florida has established a double service daily between Jacksonville, Fla., and St. Louis. Pullman cars leave Jacksonville morning and night, going to St. Louis over the Plant system, Georgia, Southern & Florida, Georgia Central, Western & Atlantic and Louisville & Nashville roads.

POOR'S Directory of Railway Officials and Manual of Street Railways, edition of November, 1894, has been issued, and the MANUFACTURERS' RECORD cordially recommends it as a most valuable work to everyone interested in railways and railway financial affairs. It contains much late information regarding street-railroad development.

THE business of the Chesapeake & Ohio has so increased between Washington and St. Louis it has been found necessary to add a through day coach to the F. F. V. train. The sleeper has always run through from Washington to the Mound City, and by the new arrangement now in effect a through day coach has been added, going over the Big Four from Cincinnati to St. Louis.

It is announced that the Baltimore & Ohio Railroad Co. will enlarge its facilities for handling cars and making up trains at Brunswick, Md., and that it may erect extensive repair shops and a roundhouse at that point. The company established a railroad town at this point about two years ago by building nearly thirty miles of freight-yards. It is on the Potomac river a few miles from Washington Junction, on the main line. It is understood that many of the employees now located at Locust Point will be transferred to Brunswick when the Belt Line through Baltimore is completed.

A LETTER to the MANUFACTURERS' RECORD from a gentleman who has recently been over the line of the Savannah, Americus & Montgomery Railroad says: "I inspected a good portion of the road, and was very much gratified at the improved condition in which I found things. Its business is expanding. Lumber interests are picking up very decidedly; one of the large lumber mills on the line has recently doubled its capacity, and several of them are filled with orders for two or three months to come. The earnings for the road for the first two weeks in November show an increase of about 55 per cent. over the corresponding period last year." The Savannah, Americus & Montgomery foreclosure case comes up for final hearing and decree December 10.

PHOSPHATES.

Phosphate Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, December 6.

Little or no business has been doing in the local phosphate market during the past week, and, with a few out-of-town orders, the volume of trade is hardly worthy of comment. All advices from points of production show a very active stage of development, especially in South Carolina. Land miners in that State are all actively engaged, and river miners are doing excellent work. In Florida, while there is not such a large development in hard rock, the pursuit of the pebble industry is being vigorously carried on. It is expected that there will be a good foreign demand later on. Several new companies are proceeding with the erection of their plants and others are in course of reorganization. The market closes very steady as follows: South Carolina rock, \$3.25 to \$4.00 for crude, \$4.50 for hot-air-dried and \$6.50 to \$7.00 for ground rock, all f. o. b. Charleston. Florida rock is quoted \$4.50 to \$4.75 for river pebble and \$4.75 to \$5.00 for land pebble, all f. o. b. Tampa or Punta Gorda. The only arrival reported is the schooner Susan B. Ray from Charleston with 650 tons of phosphate. The local charters reported are as follows: Schooners H. S. Lanfair, guano from Elizabethport, N. J., to Savannah; Carrie L. Godfrey and Susan B. Ray, rock, Charleston to Baltimore; Governor Hall, rock, Ashpoo to Baltimore, and Emma C. Middleton, rock, Ashley river to Baltimore. In New York the freight market for steam and sail tonnage is unchanged, both the demand and supply being moderate; a French steamer, 1675 tons, from Brunswick, Ga., to the Continent and Newcastle with phosphate and cotton at 36/6; a schooner from New York to Jacksonville with fertilizer on private terms; a schooner, 560 tons, from Coosaw to Baltimore at \$1.70, and a bark, 568 tons, from Port Tampa to Baltimore at \$2.00.

FERTILIZER INGREDIENTS.

The market shows more activity, and prices are firmer on tankage and steady on blood. Western prices on blood are \$1.85 to \$1.90 per unit; concentrated tankage, \$1.60 to \$1.65; 9 and 20 crushed tankage, \$16.00 to \$17.00 per ton, and 7 and 30, \$14.00 to \$14.50 per ton, all f. o. b. Chicago. Messrs. Thomas H. White & Co. in their circular say: "The market has continued to decline on ammoniates during the past month, though a fairly good demand from consumers has prevailed, sufficient to take the bulk of the offerings at prices that prevented any heavy drop. The surplus stocks on the market have been absorbed. Several four to six months' contracts for 9 and 20 tankage have been placed at good figures, and we find the tone firmer at the close. There is no change in the price of cottonseed meal."

The following table represents the prices current at this date:

Sulphate of ammonia, gas.....	3 35/6	\$3 40
Sulphate of ammonia, bone.....	3 30/6	3 35
Nitrate of soda.....	2 20/6	2 25
Hoof meal.....	2 10/6	—
Blood.....	2 15/6	2 20
Azotine (beef).....	2 30/6	2 35
Azotine (pork).....	2 30/6	2 35
Tankage (concentrated).....	2 00/6	—
Tankage (9 and 20).....	1 00/6	20 00
Tankage (7 and 30).....	19 00/6	20 00
Fish (dry).....	21 00/6	24 50
Fish (acid).....	15 00/6	15 50

CHARLESTON, S. C., December 3.

The past two weeks have been somewhat quiet for selling in the phosphate market, though shipments of rock have been pretty active. The coastwise buyers are in the market to some extent, but purchasing for future shipment is not in large lots. Local factories keep up the movement of rock, and are preparing the season's shipments of fertilizer. Prices quoted are steady at \$4.00 for crude, \$4.50 for hot-air-dried and \$7.00 for ground rock, all f. o. b. Charleston. The shipments for the week were:

David Baird, 900 tons for Baltimore; O. C. Schmidt, 650 tons for Alexandria, Va.; C. L. Godfrey, 600 tons for Baltimore; M. L. Patton, 700 tons for Baltimore; while in port and loading are the R. M. Hayward, E. C. Middleton, E. G. Hight, Warwick, S. B. Marts and A. C. Grace. The water shipments since September 1 were 20,626 tons crude, 715 tons ground rock, against 27,436 tons crude, 300 tons ground rock for same date last year. The river companies at Beaufort continue active development, and their foreign shipments are heavy.

Phosphate and Fertilizer Notes.

MR. C. G. MEMMINGER has returned to Bartow, Fla., and will at once begin the erection of the Palmetto Phosphate Co.'s plant. The work on the Bone Hill Phosphate Co.'s plant will also commence in a few days.

THE Southern Phosphate Works are being rapidly rebuilt in Tybee, on the Savannah & Tybee Railroad, and the officers say they will soon be ready to resume manufacturing. The building now going up is only temporary.

MR. A. TRUBENBACH, representing the Anglo-Continental Guano Works at Ocala, Fla., reports the steamship Swansea Castle loading 900 tons of pebble phosphate at Port Tampa, Fla. The phosphate is furnished by the Land Pebble Phosphate Co. The Anglo-Continental Guano Works has also chartered a steamer to load 3000 tons of phosphate at Port Tampa in January, 1895.

A DISPATCH from Bartow, Fla., states that the main buildings and dry-bins of the Terraccia Phosphate Works were burned on the 29th ult. The dredges and lighters were saved. Ten cars which were being loaded were destroyed. The insurance is supposed to be \$20,000 or more. The plant was one of the most expensive in that section. President W. F. Lay stated that he did not know at the moment whether the company would rebuild or not. All the stockholders are Eastern men.

THE Duck River Phosphate Co. is getting material and machinery preparatory to setting up a crusher at Centerville, Tenn., for the purpose of breaking up the phosphate before shipping. The crusher will be completed in about three weeks, and, when run at its full capacity, will grind 300 tons of rock per day. The company has cleaned out Duck river from Centerville to the mines, a distance of nine miles, and will have the phosphate transported on flat boats. These boats will do the work heretofore done by 100 wagons.

MR. E. G. LINN, manager of the Clear Springs Phosphate Co., has closed a contract with the Knoxville Building & Construction Co. for the erection of the buildings for his company's large plant, which is located on Peace River, just east of Bartow, Fla. The contractors agree to have the main buildings completed by the 10th of January, and to have dry-bins and all completed by the 28th of February next. The machinery will be in place almost by the time the buildings are finished, and will be ready to begin running.

A SPECIAL from Arcadia, Fla., states that all the principal phosphate works on Peace river have consolidated, and will be known as the Consolidated Peace River Works. This takes in Scott's Works, Peace River, Arcadia and Hull Phosphate Works. They are the four leading works on the river, and have been in operation ever since constructed. It is stated that they will build a railroad of their own from Scott's Works, which is the most distant, north to Cleveland, where they can get deep water for their tugboats to carry the rock to a shipping point. They state that they can build the road with what they pay the Florida Southern road in one year.

COTTONSEED OIL.

This department is open for the full and free discussion of trade topics and practical questions, and contributions are invited from men who are identified with this industry. Items of news are always acceptable.

Jacksonville's New Cottonseed Mill.

A letter from Jacksonville, Ala., referring to the new cotton-oil mill now being built at that place, says: "The cotton-oil mill is making rapid and steady progress, and the roads are lined with wagons hauling seed. This is important, as the sure supply of seed is a paramount thing for success. The Tredegar Brick Co., of Jacksonville, has just completed the burning of 300,000 brick as fine as I ever saw. They are for the main structure of the cotton mill and are delivered at \$3.75 per thousand. The seedhouse is finished and is filling up, so when the mill is ready there will be material enough to start on."

English People Buy an Oil Mill

The Vicksburg (Miss.) Cottonseed Oil Mill has been purchased by Lever Bros., Limited, of London, a very wealthy house, and in a few days will commence manufacturing oil, cake and soap. The Vicksburg Post reports that this mill has a capacity of 100 tons a day, that it is equipped with modern machinery, and that the purchasers will immediately commence buying seed in order to start up the mill. The MANUFACTURERS' RECORD's New York cottonseed-oil letter reports that Lever Bros., Limited, is one of the largest soap-manufacturing houses in England, and that this mill will manufacture oil, cake and soap.

The Markets for Cottonseed Products.

NEW YORK, December 4.

Our cotton-oil market is fractionally lower than last quoted. European markets for oils have been generally weaker, and the export demand, except to fill old contracts, has been very limited. There has been, on the other hand, a fair inquiry from miscellaneous sources, which in the aggregate has resulted in a good volume of business. At the close our market is very steady, especially for crude. At the South 20 cents has been paid for prime crude, while in other instances bids at that price have been turned down by mills. There is no special element of strength visible in the cotton-oil situation, but values are very sensitive to any stimulating influence. The following prices are for barreled oils on the spot: Prime crude, 24½ to 25 cents; off crude, 23 to 24 cents; prime summer yellow, 29½ cents; off summer yellow, 28 to 28½ cents; prime summer white, 32 to 33 cents; cottonseed soap stock, 1 3-16 cents. Cottonseed meal is dull at \$17.50 to \$18.50 per 2000 pounds ex dock.

ELBERT & GARDNER.

NEW YORK, December 4.

Quotations have receded since date of last report. The sudden cessation of Western shipments, together with the serious diminution in the volume of foreign business, owing to the reduced price of compound lard and increased ocean freight rates, respectively, are primarily responsible for the retrogression. Nevertheless, not a few of the crushers are holding stocks at prices which were obtained two weeks ago. At this writing a prominent Texas manufacturer has named for tank car of off crude at mill 21 cents as lowest mark, while, on the other hand, it is known that sales have been expected within the past twenty-four hours on a basis of 19 cents. The volume of seed which has changed hands during the past two weeks has been materially reduced, having in view the amount of business transacted during the immediately preceding and similar period. This is the direct result of the low obtainable prices and limited demand for the oil. Abundance of seed supplies are yet avail-

able, but unless disposed of at more remunerative figures than current quotations warrant, owing to the cost of transportation, the farmers in numerous instances prefer to use the product as a fertilizing material. The situation is complex, and present conditions portend a shortage in the season's oil output. Not the least interesting feature in current events consists in the fact that tallow has steadily advanced until the five-cent mark has been reached, a circumstance which will attract the attention of the soapmakers to cottonseed oil. Should this price be maintained for a reasonable period, another outlet for oil may be looked for. Apropos of soap matters, the Vicksburg Cottonseed Oil Mill has been purchased by Lever Bros., one of the largest soap-manufacturing houses in England, and in a few days will commence manufacturing oil, cake and soap. Receipts of butter oil now arriving on inspection reveal a very superior quality, and sales have been effected to day at 31½ cents. Prime crude, 25 to 26 cents; f. o. b. mills, 19 to 20 cents; crude, off, 23 to 24 cents; yellow summer, prime, 29½ to 30 cents; butter oil, 31½ to 32½ cents; yellow summer, off, 28 to 29 cents; white summer, 32 to 33 cents; yellow winter, 36 to 38 cents; white winter, 37 to 39 cents; soap stock, 1½ to 1¼ cents per pound.

Cotton Cake.—The prevailing high ocean freight rates have a depressing influence on exportations. The low prices for mill-feeding products in Europe will act as a barrier against trade development in this line for several months. English undecorticated cake is sold at several dollars per ton less than the American decorticated product, and, while the former is much inferior in quality, its low price attracts greater attention among consumers generally. New Orleans prices, \$17.00 to \$17.50 per ton.

Cottonseed-Oil Notes.

THE oil mills throughout the State of Arkansas report sales as very slow and stocks of meal, oil and hulls accumulating.

THE Crescent Oil Mill at Little Rock, Ark., has on hand 500 tons of meal, 1300 barrels of oil, 1000 of which has been refined, and all their storage-rooms for hulls crowded. They are now burning hulls for fuel, and claim they are worth \$2.00 a ton for that purpose.

IN the Nineteenth District Court on the 27th ult., at Waco, Texas, the case of the State vs. the Bruceville Cotton & Oil Mill Co. et al. was called. Assistant Attorney-General Andrews was present, and J. F. Harris, counsel for the defendants, moved to quash the service on a number of the citations which were defective, and on that account to continue the cases until the next term.

THE meeting of the special committee on fertilizer rates of the Southern Railway and Steamship Association, which began its session in Atlanta, Ga., on the 27th ult., adjourned on the following day. No material change was made in the existing rates, which will remain on the average the same this season as last. The question of the rate on phosphate rock was deferred to a meeting which will take place on the 18th of December.

MR. S. W. SEAVIER, JR., of Boston, Mass., who represents the Swan Island Phosphate Co., of New York, a company lately organized, which has acquired all the rights of the old Pacific Guano Co. to the valuable deposits on that island in Central America, was in Mobile last week on important business for his company. Mr. Seaview made arrangements for receiving and forwarding cargoes of phosphate as they arrive from the company's works at Swan Island. He has, it is said, decided hereafter to discharge vessels at Mobile and reship to New Orleans to fill orders at that point.

LUMBER.

[A complete record of new mills and building operations in the South will be found in the Construction Department, on pages 291 and 292.]

Lumber Directory.

Readers of the MANUFACTURERS' RECORD who may be in the market for lumber of any description are recommended to the directory of Southern lumber manufacturers and dealers which appears among the advertising pages.

Want Southern Timber Land.

Outside interest in Southern timber land is increasing. A Chicago dispatch states that a party of Northwestern lumbermen have gone South over the Illinois Central to inspect the hardwood and long-leaf yellow-pine districts bordering on the Illinois Central Railroad in Mississippi. One of the party is George R. Burch, of Dubuque, Iowa, and if the inspection is satisfactory it may make an extensive purchase.

Reports to the State Department at Washington state that the Canadian pine for flooring and building purposes has greatly diminished, and that the Canadian lumbermen are beginning to buy yellow pine in the South in quantities.

LUMBER MARKET REVIEWS.

Baltimore.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, December 6.

Business during the past week has shown a little more activity in certain channels of the lumber industry. The demand for yellow pine continues fair for this period of the season, but prices do not improve. There is very little inquiry from builders, and, being near the close of the year, very few new contracts are being closed. Receipts are fully ample for the demand, and stocks are generally better assorted. In hardwoods there is a decidedly better feeling, and the market continues to improve. Exporters are more encouraged with the outlook, and European advices more favorable. The supply of hardwoods on the other side of the Atlantic has been reduced. The demand is more active, and walnut logs are showing up better as to value. White pine is in fair demand, with an ample supply and prices steady. Cypress is quiet, with a moderate inquiry. The reports from planing mills are favorable for an increase in business after the first of the year. Orders are not as plenty as they were, but from the numerous inquiries the outlook may be considered more encouraging. Box factories are only doing a moderate trade.

The following list represents the prices current at this date:

[The quotations for yellow pine are for cargo lots, and for all hardwoods the figures indicate values for choice car lots.]

VIRGINIA AND NORTH CAROLINA PINE.	
5-4x10 No. 2, kiln dried.....	\$15 00@ 17 00
5-4x12 No. 2, " ".....	17 00@ 18 00
4-4x10 No. 1, " ".....	16 00@ —
4-4x12 No. 1, " ".....	17 00@ —
4-4 narrow edge, No. 1, kiln dried.....	13 50@ 14 50
4-4 wide edge, " ".....	18 00@ 19 00
6-4x10 and 12, " ".....	23 50@ 24 50
4-4 No. 1 edge flooring, air dried.....	13 50@ 14 00
4-4 No. 2 edge flooring, " ".....	10 50@ 11 00
4-4 No. 1 12-inch stock, " ".....	14 50@ 15 50
4-4 No. 2 " ".....	12 50@ 13 50
4-4 edge box or rough wide.....	9 00@ —
4-4 " " (ordin'y widths).....	8 00@ 8 50
4-4 " " (narrow).....	7 50@ 8 00
4-4 12-inch " ".....	10 00@ 10 50
3/4 narrow edge.....	6 00@ 6 50
3/4 wide.....	6 50@ 7 50
3/4 10x16 wide.....	9 00@ 10 00
Small joists, 3 1/2-12, 14 and 16 long.....	7 50@ 9 00
Large joists, 3-16 long and up.....	9 00@ 9 50
Scantling, 2x3-16 and up.....	8 00@ 9 00
WHITE PINE.	
1st and 2d clear, 4-4, 5-4, 6-4 and 8-4.....	48 50@ 50 00
3d clear, 4-4, 5-4, 6-4 and 8-4.....	43 00@ 44 00
Good edge culls.....	14 50@ 15 50
Good stock.....	16 50@ 17 50
CYPRESS.	
4-4x6, No. 1.....	20 50@ 21 50
4-4x6, No. 2.....	15 00@ 16 00
4-4x6, 16 feet, fencing.....	11 00@ 12 00
4-4x6, rough.....	9 50@ 10 00
4-4 rough edge.....	9 00@ 9 50
4-4 edge, No. 1.....	18 50@ 19 50
4-4 No. 2.....	12 00@ 13 00
Gulf, 4-4, Nos. 1 and 2.....	29 00@ 31 00
Gulf, 6-4, Nos. 1 and 2.....	31 50@ 32 50
HARDWOODS.	
Walnut.	
5-8, Nos. 1 and 2.....	65 00@ 75 00
4-4, Nos. 1 and 2.....	50 00@ 60 00
3-4, 6-4 and 8-4.....	55 00@ 65 00
Newell stuff, clear of heart.....	85 00@ 100 00
Culls.....	20 00@ 30 00

Oak.	
Cabinet, white and red, Southern, plain-sawn and good, 1 and 2, 8 inches and up, 12 to 16 feet long, 4-4.....	29 00@ 33 00
Quartered white, Western, 1 and 2 quality, all figured, 6 inches and up wide, 4-4.....	53 00@ 55 50
Culls.....	10 00@ 15 00

Poplar.	
Nos. 1 and 2, 5-8.....	24 00@ 25 00
" " 4-8.....	28 00@ 30 00
Nos. 1 and 2, 6 and 8-4.....	32 50@ 33 50
Culls.....	14 50@ 15 50

SHINGLES.	
Cypress, No. 1 hearts, sawed, 6x20.....	7 25@ 7 50
No. 1 saps, sawed, 6x20.....	5 50@ 6 00
No. 1 hearts, shaved, 6x20.....	6 50@ 7 00
No. 1 saps, shaved, 6x20.....	5 00@ —

LATHS.	
White pine.....	2 50@ 2 65
Spruce.....	2 15@ —
Cypress.....	2 15@ —

Norfolk.

[From our own Correspondent.]

NORFOLK, VA., December 3.

A steady improvement in the lumber market of this port is, at last, becoming more decided, and business is showing up better in nearly every avenue of this industry. A leading lumberman of this city says that his orders for the last thirty days have been so heavy that he could not handle them. The outlook for business is better and the demand improving. During the current month a lull in trade is likely to occur, as merchants are generally winding up the business of the old year. After January 1 manufacturers look forward to considerable business and a decided improvement in the demand for lumber. Receipts of air-dried lumber are not excessive, and stocks at mills throughout the State are not above a fair average. In the event of any sudden demand from Eastern yards, certain sizes and grades would be scarce. There is a good report from nearly all the planing mills in the interior, and, in order to keep up with their contracts, some of them are running day and night. All box factories and other woodworking establishments are well supplied with orders at the moment. Lumber freights continue unchanged, with a fair offering of handy-sized tonnage at \$2.15 and free wharfage to New York and Sound ports, and \$1.00 to Baltimore. Freights to Washington, D. C., and other tributary points to the Chesapeake bay are twenty-five cents higher than Baltimore. The Greenleaf-Johnson Company is putting in a new Allis band at the Norfolk plant. Work is being vigorously pushed on the Cummer planing mill, and several carloads of machinery have arrived during the week. The Frank Hitch & Co.'s mill, on the Portsmouth side, will soon be ready for operation.

Mobile.

[From our own Correspondent.]

MOBILE, ALA., December 3.

There are few changes to note in the lumber and timber industry of this port, and up to this time shippers cannot see any signs of improvement in the timber market. The ships now loading were chartered several months ago, and are just arriving for cargoes. European markets are still depressed, and, with excessive stocks, prices show no improvement. Hewn timber, when placed upon the market, will bring about 12 to 12 1/2 cents basis, and 12 cents for contract per cubic foot for 100 feet average, and classing B1 good. Sawn timber is dull at 10 1/2 to 11 cents per cubic foot. The only shipments of timber reported were 8040 cubic feet of hewn and 95,308 cubic feet of sawn timber. The demand for lumber is quiet, with prices still down to very low figures. The lumber market shows but little improvement, and the demand is not by any means what it should be at this period of the season. There have been some orders from the West Indies and Central America, and the total shipments of the week were of small volume. The bark Julia cleared for St. Paul de Loanda, Africa, with 9985 cubic feet of sawn timber and 468,227 feet of lumber; brig Estella for Havana with 243,061 feet of lumber; Emma Knowlton with 290,000 feet for Mantanzas, Cuba, and about 400,000 feet of lumber for the West

Indies. The freight market is steady, with a fair offering of handy-sized vessels. A charter in New York is reported of a steamer, 397 tons, from Mobile to Port au Prince at \$6.25 and port charges, and a bark, 489 tons, from Pensacola to Rosario at \$12.00, \$2.00 form.

Charleston.

[From our own Correspondent.]

CHARLESTON, S. C., December 3.

The movement in lumber during the week has been fairly active and the market a shade better as to prices. The outlook seems to be considerably improved and there is a better general demand. In crossties there is more doing than for some time past. Prices in the open market are quoted as follows: Merchantable, \$14.00 to \$16.00 for city-sawn, and \$12.00 to \$14.00 for railroad; square and sound, \$9.00 to \$13.00 for railroad, and \$8.00 to \$11.00 for raft; dock timber, \$4.50 to \$6.50; shipping, \$8.50 to \$10.50. Shingles are steady, with a fair demand, at \$5.00 to \$7.00. The clearances reported for the week ending November 30 were as follows: Schooners George H. Ames 384,000 feet of lumber, Clara C. Bergen 381,000 feet, Lucy H. Russell 872,748 feet, and steamship South Portland 25,000 feet, all for New York. The steamship Delaware cleared for Philadelphia with 10,000 feet of lumber and 2329 crossties. The total shipments of lumber since September 1 amount to 14,781,407 feet coastwise and 215,523 feet foreign, making a total of 14,996,930 feet, against 8,951,000 feet last year. The freight market is a shade firmer from all South Atlantic ports. Charters reported in New York last week were a schooner, 378 tons, Charleston to New York with lumber, \$4.75, and a schooner, 432 tons, Charleston to New York at \$4.70.

Pensacola.

[From our own Correspondent.]

PENSACOLA, FLA., December 3.

The lumber and timber industry of this port has during the year shown great activity, despite the depressed condition of the market both at domestic and foreign centres. A steady increase in the commerce of the port is noted, and in the general export trade there is a marked improvement. The statement just issued gives the exports for the year ending October 31, 1894, and shows that during the year 577 vessels, of a total tonnage of 500,959, were cleared with cargoes of timber, lumber, shingles, coal, coke, cotton and pig iron for foreign and domestic ports. In lumber and timber the figures show a total export of 275,400 cubic feet of hewn timber, 164,008,000 superficial feet of sawn timber, 140,337,000 superficial feet of lumber and 1,832,000 shingles. The above shipments were distributed between twenty-two foreign countries and leading North and South Atlantic and gulf ports. The following table represents the shipments to various countries, the total export trade under present conditions being greater than the year of 1892-93:

FOREIGN AND DOMESTIC SHIPMENTS OF LUMBER AND TIMBER.

Countries.	Hewn Timber. Cub. feet.	Sawn Timber. Supfl. feet.	Lumber. Supfl. feet.
Great Britain.....	28,539	118,212,000	18,271,000
Cont'l ports.....	247,340	41,437,000	62,634,000
Africa.....	23,056	4,359,000	3,300,000
Brazil.....	.....	.....	8,178,000
Argen. Repub.....	.....	.....	17,739,000
Uruguay.....	.....	.....	2,998,000
Central America.....	.....	.....	396,000
Jamaica.....	.....	.....	520,000
Nassau.....	.....	.....	258,000
Cuba.....	.....	.....	4,391,000
Total.....	298,935	164,008,000	118,555,000

The coastwise shipments were carried by 130 vessels to the ports of New York, Boston, Philadelphia, Velasco, Wilmington, Washington, Fall River, Galveston and Lynn. The total shipments of lumber were 22,047,000 feet and 1,412,000 shingles. The shipments for the year 1892-93 are

reported as follows: Hewn timber 419,915 cubic feet, sawn timber 126,122,000 cubic feet, lumber 138,087,000 superficial feet and shingles 2,425,000.

New Orleans.

[From our own Correspondent.]

NEW ORLEANS, LA., December 1.

A decided improvement is to be noted in the general lumber market in this city and at adjacent points in the State. Business in almost every avenue of the lumber and timber industry is gradually becoming more active, which is very encouraging to millmen and manufacturers generally. It has not been very long since the cypress-lumber industry was in its infancy in this State, but at present the mills are all running full, with a good supply of logs, and the outlook is brighter than for some time past. Prices have increased steadily during November, and orders were plenty at all the mills. With stocks reduced and a good demand present, the outlook is considered bright. At a meeting held on Thursday last it was decided to advance prices 50 cents per thousand feet. In yellow pine the market has been active, and mills along the lines of railroad extending through Mississippi and Alabama, as well as in Southeastern Texas, have been running steadily and increasing the output, with prices at rock-bottom figures. The market has become so demoralized that yellow-pine manufacturers are endeavoring to form a combination to control the output and raise the scale of prices. The export trade in this city is fairly active, but prices in the European market are still very low, with stocks accumulating. The demand for lumber and timber for building purposes is fair, and a large quantity of material is going in this direction. Among the many new building enterprises in progress, the new wharf and warehouse at Gretna, on the other side of the river, opposite Second street, has just been finished. The warehouse built by Mr. Wiennmann is the "Merchants' Warehouse," and will be for public use, with a storing capacity of 10,000 bales. The wharf is a substantial one 400 feet long, at which two ships can load at a time. Ground has just been broken for the new building of the Young Men's Christian Association on Charles street, which is intended to be a very imposing structure. Work on the foundation of the new St. Charles Hotel is being vigorously pushed. The Poitevant-Favre Lumber Co. has secured the contract for piling, and 1200 piles will be driven to assist in making a perfect foundation for the hotel. A number of improvements in buildings are in progress along the several lines of railroad entering this city. The Northeastern Railroad, between this city and Meridian, Miss., has been making a number of changes. The roadbed has been ballasted and 90,000 ties added. New depots have been built at Lumberton and Hattiesburg, Miss.

Beaumont.

[From our own Correspondent.]

BEAUMONT, TEXAS, December 3.

The conditions surrounding the market for lumber and timber in Southeastern Texas are such as to warrant a slow and steady business during the winter months. Lumber is decidedly cheap; in fact, lower than has ever been known here. The Journal, in its review of the market, says: "A noticeable improvement in the demand for yard stock is one of the cheering signs of the times, and the change in condition is reported from several points. It is not considered as foreshadowing a gradual return to better times, but is regarded as merely a report without special significance, and is chronicled because of a desire to report actual conditions." There is a good demand for dressed stock, and orders show an increase. Nearly every mill is well supplied with orders for thirty or even sixty days. As to the export lumber

trade, it may be stated that this city is rapidly forging to the front rank in Southern markets. When a sufficient depth of water is secured at Sabine Pass, the business will rapidly increase, and at present the export trade is unusually active. The Export Lumber Co. is kept busy supplying cargoes for foreign ports, and, with better facilities for reaching out for these markets, there is no telling what a remarkable increase will be developed. It is said that a number of big shippers have Beaumont in sight for future business, and during the past week several Pensacola gentlemen were in this city making a personal investigation. These gentlemen are engaged in exporting lumber to Europe exclusively, and were accompanied by Messrs. E. M. Alberts and P. M. Wilburt, lumber merchants of Holland. It is possible they will open an office here and do a portion of their business via Sabine Pass. There is at present great activity in building throughout this city. Handsome private residences are going up along Calder avenue, houses that will cost away up in the thousands; besides this, there are warehouses and other classes of buildings under construction, and indications are that this fever will not abate suddenly. In mill improvements, the Beaumont Lumber Co. will start its new mill this week, and, after undergoing thorough repairs and securing additional machinery, it will run very steadily in the future. The Texas Tram & Lumber Co.'s mill will not start up until after the new year.

Southern Lumber Notes.

THE Cameron & Barkley Co., of Charleston, S. C., wants to correspond with a handler of sawed cypress shingles (in Baltimore); also dealers in hardwoods.

THE saw mill of Capt. J. B. Withers, of Adel, Ga., was destroyed by fire on the 25th ult. The mill was only partially insured.

THE schooner Bessie Parker was loading 220,000 feet of lumber at Fernandina on the 27th ult. for N. B. Borden & Co. for the West Indies.

THE Texas Tram & Lumber Co., of Beaumont, Texas, is building new dry-kilns. The company reports the export lumber business as very good at present; interior lumber trade rather slow.

THE brig Caroline Gray cleared on Saturday last from Wilmington, N. C., for Samana and San Domingo with 247,956 feet of lumber, and the schooner Wm. F. Campbell for Port-au-Prince with 175,838 feet.

THE receipts of lumber at the port of New Orleans for the week ending November 30 were 1,282,000 feet, and since September 1 they amount to 24,136,874 feet, against 22,602,000 feet for the corresponding period last year.

AMONG the coastwise exports from Jacksonville, Fla., for the month of November were 5,738,000 feet of lumber, 11,000 cross-ties and 120,400 bundles of shingles. The foreign shipments were 1,172,645 feet of lumber and 18,000 bundles of shingles.

THE shipments of lumber from the port of Savannah for the week ending November 30 were 788,000 feet for New York, 19,500 feet for Philadelphia, 676,000 feet for Baltimore and 15,000 feet for Boston. The shipments of shingles amounted to 260,000.

AT Orange, Texas, the coast lumber trade was a little heavier last week, and there was a number of inquiries, which will result in some business. The Litcher & Moore Lumber Co. is shipping a great deal of lumber to Chicago, and a few cars have gone to Mexico.

A NEW industry has been chartered in Norfolk to be known as the Norfolk Barrel Co., with a capital stock of \$10,000. The officers are of Buffalo, N. Y., as follows:

Charles Richardson, president; D. B. Sherman, vice-president; Francis R. Keating, secretary. They will manufacture truck barrels.

A LITTLE ROCK (ARK.) dispatch states that the Rose City Lumber Co. has come into possession of the C. E. Moore Lumber Co.'s steam saw mill in the Loomis brake, and will repair it at once. The mill will be started about the 15th of this month. The timber to be cut is cypress and gum.

THE two large saw and planing mills at Warren, Texas, are now running regularly, and are receiving over 100,000 feet of lumber per day. The mills at Rockland, Texas, are all busy, with a full supply of orders. At Barnum and Bowers, Texas, the saw mills are expected to resume operations soon, cutting timber from their new fields in Angelina county.

A SPECIAL from Jasper, Fla., states that the Messrs. Cumings, of South Carolina, were at that place on the 1st inst. for the purpose of erecting one of the largest saw mills in the State. They have bought the site, which is on the fork of the two railroads, the S. F. & W. and G. S. & F. Already \$10,000 has been invested in the purchase of timber, and they are still looking for more. The Messrs. Cumings will employ about 200 hands.

THE annual meeting of the Baltimore Lumber Exchange was held on Monday last. The officers elected for the next year are as follows: President, W. D. Gill; vice-president, E. B. Hunting; treasurer, L. C. Roehle; secretary, Parker D. Dix; managing committee, Francis E. Waters, George F. Sloan, Richard W. Price, Herman H. Duker, A. Coriell, R. A. Taylor, F. P. K. Walsh, S. P. Ryland, Jr., P. M. Womble, Ridgway Merryman, W. T. Lawton and A. F. Gilbert.

SIMPSON & CO., of Bagdad, Fla., have opened their logging railroad, and the occasion was attended with numerous festivities, bringing together the people of Santa Rosa and Walton counties. Simpson & Co. expect to make this road one of their chief sources of supplying logs to their mill at Bagdad. The completion of the road opens up a large territory which has hitherto been inaccessible and unproductive. The rolling stock in use is from the Filer & Stowell Co., of Milwaukee, Wis.

THE regular monthly meeting of the Cypress Lumber Association was held on the 28th ult. at New Orleans. Among those in attendance were representatives of the Whitecastle Lumber Co., Ruddock Cypress Lumber Co., Louisiana Cypress Lumber Co., A. Wilbert & Son, of Plaquemine; T. P. Williams, of Lake Charles; Captain Dybert, Litcher, Moore & Co., Brean Remodeti and Albert Hanson. The object of the meeting was to discuss the lumber situation generally and review the business of the last month, as well as to lay plans for the future. The meeting was strictly an executive one, and those attending it were not at liberty to divulge the proceedings. It was learned, however, that an advance was decided upon in cypress lumber of fifty cents on 1000 feet. For the past month prices have been improving and the market gradually getting stronger. The cypress lumber dealers throughout the country reported an improvement all along the line, much to the gratification of the saw-mill men and manufacturers. The mills were running full, with a good supply of logs, and the outlook is brighter than for some time in the recent past. The Yellow Pine Lumber Manufacturers' Association also met on the same day in New Orleans, and among those in attendance were J. J. White, of Macomb City, Miss.; Fred. Wager, of Wager, Ala.; M. L. Grant, of Meridian, Miss.; Geo. S. Lacy, of Kentwood, and a number of others. The object of the meeting was to discuss the conditions existing relative to yellow pine in the

Southern States. Recently the market has been demoralized, and especially with regard to dressed lumber. Prices have been down low, and manufacturers have found difficulty in operating on this account. The meeting, although executive, was held for the purpose of making a combination to control the output and the prices of Southern dressed yellow-pine lumber. Those in attendance composed the larger manufacturers, who are trying to form a sort of agreement that will result in controlling the market. If the arrangement they propose to make is consummated they will control the output sufficiently to cause the price to be raised in keeping with a live-and-let-live policy, as they term it.

New Financial Institutions.

A bank will probably be established at Baxley, Ga. J. Q. Ketterer may be interested.

The Equitable Savings and Building Association of Sherman, Texas, has been chartered by Thomas Richards, Jesse P. Loving and H. L. Hall. The capital stock is \$50,000.

Bills have been introduced in the South Carolina legislature to incorporate the Farmers' Mutual Insurance Association of Marlboro County and the Barnwell Mutual Municipal, Wind & Lightning Insurance Co.

The Postal Building Association of Baltimore, Md., has been organized with Ernest Green, president; James R. Plowman, vice-president; J. B. A. Whittle, secretary, and W. M. Lease, treasurer. The capital stock is \$500,000.

John B. Wattson, J. S. Charleson and John Roberts, of Philadelphia, Pa., and Louis C. Massey, of Orlando, Fla., will apply for a charter under the Florida laws for the Mutual Building and Loan Association of Philadelphia, Pa., with place of business at Kissimmee, Fla. The capital stock is to be \$1,000,000.

Interest and Dividends.

THE Savannah, Florida & Western Railroad Co. has declared a dividend of 4 per cent. and added \$67,378.11 to its surplus fund.

New Bond and Stock Issues.

THE Georgetown & Granger Railroad Co., of Georgetown, Texas, has applied for authority to issue bonds at the rate of \$20,000 per mile.

A \$25,000 issue of Matagorda county, Texas, has been approved by the attorney-general's department. The town of Matagorda is the county seat.

A mortgage has been executed by the Pendennis Club, of Louisville, Ky., to secure an issue of \$50,000 of bonds. The Columbia Trust Co. is trustee. The bonds are to run twenty years and bear interest at 6 per cent.

THE New Orleans Stock Exchange has listed the \$1,000,000, series D, 6 per cent. 50-year bonds being issued by the Lake Pontchartrain levee board. Of this amount, \$456,000 are to be used in exchange for outstanding bonds. The amount issued so far amounts to \$168,500.

UNITED STATES Treasurer Morton has awarded to W. I. Quintard, of New York city, the \$46,500 3.65 per cent. bonds of the District of Columbia on his offer of 116.21. This issue was made necessary to meet a recent judgment of the Court of Claims in the case of Strong against the United States. The bonds are payable in 1924.

Arrangements have been made by the syndicate organized early last summer by the Maryland Trust Co. of Baltimore to extend this month the maturing mortgage on the Charlotte, Columbia & Augusta Railroad. The syndicate was formed to extend the mortgage at 5 per cent., thus saving \$40,000 a year in interest charges.

The present bonds bear interest at 7 per cent. and amount to \$2,000,000. Full particulars regarding the conditions will be found in our advertising columns.

Financial Notes.

THE City National Bank of Brownwood, Texas, has resumed business.

THE stockholders of the Ashland National Bank, Ashland, Ky., have voted to reduce the capital stock from \$210,000 to \$105,000.

J. I. COX, of Bristol, Tenn., has been appointed as receiver to take charge of the affairs of the First National Bank of Johnson City, Tenn. Efforts are being made to reorganize the bank as a State institution.

REFERRING to the case before the Supreme Court of Tennessee in which an attempt is made to require Knoxville, Tenn., to issue \$225,000 of bonds, we are advised that a decision has not been rendered against the city. S. B. Kennedy, the city comptroller, writes that the case was remanded for further proof. The bonds were voted to the Knoxville, Cumberland Gap & Louisville Railroad, but were not issued because the railroad, it is alleged, failed to properly carry out its contract.

THE commission created by a joint resolution of the Virginia legislature to provide for adjusting with the State of West Virginia the proportion of the public debt of the original State of Virginia proper to be borne by West Virginia has been completed by the appointment of Judge Wm. F. Rhea, of Winchester, Va. The other members are Randolph Harrison, of Lynchburg; Taylor Berry, of Amherst county; Henry T. Wickham, of Hanover county; H. D. Flood, of Appomattox county; H. H. Downing, of Clarke and Warren counties, and John B. Moon. The commission is also to apply whatever may be received from West Virginia to the payment of those found to be entitled to the same.

Free Wharves at New Orleans.

THE city council of New Orleans has passed an ordinance granting the Illinois Central Railroad the right to build wharves and lay tracks on the river front within certain limits. The franchise is for a term of twenty-five years. The ordinance also provides that all steamships arriving at the wharves of the Illinois Central Railroad shall not be charged any wharfage dues. This will give about six squares of free wharves, and will probably tend to greatly develop the commerce of the city.

WHENEVER one begins to think of holiday publications, such as Christmas and New Year cards and fine art publications, the mind naturally turns to the name of Prang & Co., of Boston. This house has so long been noted for its beautiful art booklets, calendars, Christmas and New Year cards, etchings and art novelties, that it is only necessary to say that every year shows, if possible, an increase in their beauty. This house fully maintains its well-earned reputation as the distinctively American concern issuing publications of this standing and character. It has been well said that "there are few people in this country who do not know something of Prang's Christmas cards and holiday publications. The beauty, originality and elegance of their designs have captivated the public and caused them to be the favorite medium through which to convey expression of holiday greeting and good feeling to loved ones wherever they may be. The inventive ingenuity of this house suffers no abatement, and for the season of 1894-95 a list of incomparable excellence is afforded." Prang's holiday publications are sold by all the leading art dealers, booksellers and stationers of the United States and Canada, or may be obtained direct from the publishers.

CONSTRUCTION DEPARTMENT.

WE PUBLISH, every week, a list of every new factory, of whatever kind, projected anywhere in the South; every railroad undertaken, and every mining company organized. This information is always fresh, and, by enabling manufacturers to correspond with the projectors of such enterprises before their supplies of machinery have been purchased, is of great value. Manufacturers will find it to their interest to read this department carefully each week.

*Means machinery is wanted, particulars of which will be found under the head of "Machinery Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Bridgeport—Machine Shops.—The Bridgeport Pipe Co. has commenced the erection of a brick building 40x100 feet which will be equipped as a machine shop.

Corona—Coke Ovens.—It is said that coke ovens will be fired up in the near future, giving employment to 200 or 300 men. Address W. A. Ford, superintendent.

Montgomery—Cotton Mill.—The Montgomery Cotton Mills will put in new machinery.

Montgomery—Bicycle Works.—A practical member of a large manufacturing concern in a Western city writes to the Commercial and Industrial Association making inquiries as to the prospects of locating a plant for the manufacture of bicycles in Montgomery. If sufficient encouragement is offered the factory will be organized and employ 125 hands, making ten complete wheels a day.

Troy—Plow Works.—Frank & J. B. Parker will erect plow works.

Troy—Sewerage, etc.—A bill has been introduced in the legislature to authorize the city to issue \$30,000 of bonds for streets, sewers, etc.

ARKANSAS.

Batesville—Flour Mill.—Jas. J. Merrill, of Paducah, Ky., proposes erecting a 30-barrel flour mill in Batesville. W. E. Strickland is also interested.

Benfonsville—Water Works.—It is reported that F. P. McMullen, of Little Rock, will submit a proposition to the city council for putting in works.

Cincinnati—Flour Mill.—Moore Bros. will build a 50-barrel flour mill; machinery all contracted for.

Fayetteville—Flour Mill.—J. P. Scott has let contract for the enlargement of his mill to 150 barrels capacity per twenty-four hours.

Fort Smith—Broom Factory.—J. A. Montgomery, of Fayetteville, may start a broom factory in Fort Smith.

Helena—Heading Factory.—The Helena Canning Co. will put in machinery for manufacturing barrel heads.*

Little Rock—Colonizing, etc.—The Golden Valley Colonization Co. has been incorporated with a capital stock of \$1,000,000, of which \$100,000 is paid.

Little Rock—Furniture Factory.—The Union Furniture Factory will be put in operation on a co-operative basis. Mandlebaum, Stiff & Coffin are interested.

Van Buren—Woodworking Plant.—The Miller & Jones Lumber Co. contemplates putting in stove and heading machinery.*

FLORIDA.

Bartow—Phosphate Plant.—Contract has been let for the erection of the buildings for the Clear Springs Phosphate Co.'s plant.

Jasper—Saw Mill.—The Messrs. Cummings, of South Carolina, have purchased timber lands near Jasper and will erect saw mills to cut same.

Key West—Water Works.—Contract for constructing the proposed water works has been let to the Virginia Paving & Construction Co.

Kingsley—Turpentine Still.—A South Carolina party will locate a turpentine plant at Kingsley Lake.

Orlando—Electric-light Plant.—The General Electric Light Co., of New York, may establish a plant in Orlando.

St. Augustine—Cigar Factory.—A cigar factory will be erected.

Tampa—Cigar Factory.—A cigar factory to employ thirty hands has been built; J. E. Spencer, agent.*

Winter Haven—Canal.—The Plant Investment Co. will construct a canal to give five feet water depth, width twenty feet on bottom, length about three-quarters of a mile. Fred W. Inman is authorized to receive bids.

GEORGIA.

Augusta—Brick Works.—The McCoy Brick & Tile Co. will probably rebuild its burned plant.*

Augusta—Cotton Mill.—The Algernon Mill will be operated hereafter as the Isaetta Mills; Jack Brotherton, secretary and treasurer.

Dahlonega—Gold Mill.—W. W. Murray is adding ten more stamps to his gold mill.

Mineola—Lumber Plant.—W. B. Lowe, Jno. R. Young, Jno. T. Roberts and A. C. McLeod have incorporated the Mineola Lumber Co. to manufacture lumber, deal in timber lands, etc. The capital stock is \$30,000, with privilege of increasing to \$100,000.

Savannah—Electric-power Plant.—George Parsons, J. H. Johnston, Henry Parsons, J. N. Harriman, Edw. J. Thomas, C. S. Hardee and Pope Barrow have incorporated the Chatham Electric Light & Power Co. to transact an electric lighting business.

Savannah—Cotton, etc.—The Savannah Cotton Co. has been incorporated to deal in cotton, etc., by E. M. Lawton and C. D. Cardwell; capital stock paid in \$25,000.

Savannah—Electric Plant.—Geo. Parsons, Henry Parsons, Jas. H. Johnston, Jno. N. Harriman and others have incorporated the Chatham Electric Light & Power Co. to operate electric-light and power plants. The capital stock is \$25,000.

Tallahassee—Gold Mine.—M. Bonco will develop a recent gold find.

Villa Rica—Gold Mine.—Dr. C. S. Hardy, of Boston, Mass., has purchased the Clapton gold mine near Villa Rica for \$20,000. R. A. Bowie, of Chattanooga, made the sale. Thorough development of the property will be inaugurated at once.

KENTUCKY.

Elkin—Distillery.—The Elkin Distillery will double its capacity.

Era—Water Works.—The city has appointed a committee to investigate and report plans for water works. Address W. W. Rowlett.

Henderson—Machine Shop.—John MacLeod, receiver of the Ohio Valley Railroad (Louisville), will establish a machine shop at Henderson.

Louisville—Malting Company.—The Louisville Malting Co. has been incorporated by Oscar Herancourt, August Schmitt and E. Stockes to buy, sell and store grain and manufacture and store malt and brewers and distillers' supplies. The capital stock is to be \$25,000.

Louisville—Publishing Company.—J. C. Wilberding, Wm. M. Finley and Thos. L. Goff have incorporated the Truth Co. for publishing purposes.

Louisville—Distillery.—The Fidelity Trust Co., assignee, has rented the T. B. Ripy distillery plant to the Anderson Sour Mash Distillery Co., and the plant will be set in operation at once.

Merritt—Distillery.—Henry Merritt will start a new distillery.

Paducah—Electric-light Plant.—The Paducah Electric Co. has been incorporated by Elbridge Palmer, R. Rowland, J. L. Friedman, J. W. Keiler, W. A. Gardner, F. M. Fisher and A. E. Einstein. The capital stock of the company is \$40,000, and its business will be that of furnishing arc and incandescent electric lights, power for motors, elevators, etc., and operating street car lines.

LOUISIANA.

New Orleans—Rice Mills.—The American Rice Co., Limited, has been incorporated to clean and mill rice, etc. Robt. G. Guerard is president, and Felix Bauer, secretary-treasurer; capital stock \$50,000.

New Orleans—Bridge.—L. W. Brown, city engineer, has prepared specifications for an iron bridge over the Hagan-avenue Canal.

New Orleans—Mercantile.—J. H. Menge & Sons, Limited, has been incorporated to transact a mercantile business by John H., Bernard H. and Jos. A. Menge; capital stock \$60,000.

New Orleans—Cotton Mill.—William Parker announces that he and other capitalists will erect in New Orleans a mill for the manufacture of the finest grade of goods. Address Mr. Parker, care Semmes & Parker Manufacturing Co.

New Orleans—Elevator Works.—The Buckley High Speed Elevator Co. has been incorporated for the purpose of manufacturing Mr. Buckley's new electric elevator. Chas. W. Drown is president, and John G. Kostmayer, secretary.

St. Martinsville—Sugar Refinery.—The sum of \$100,000 has been subscribed to a new company

which purposes building a sugar refinery. Charter will be secured at once and arrangements completed. R. Martin and O. M. Nelson, the principal stockholders, can be addressed.

MARYLAND.

Baltimore.—The Milk Exchange, capital stock \$20,000, has been incorporated for protection to dairymen, etc.

Baltimore—Ice-machine Works.—Ormond Hammond, Jr., has invented and patented a new process for manufacturing ice. A company will be organized to manufacture under the patent.

Brunswick—Car Shops.—The B. & O. R. R. Co. will erect large shops at Brunswick upon the completion of the Baltimore Belt tunnel.

Crisfield—Basket and Crate Factory.—The large crate and basket factory belonging to Hall Bros. & Co. was sold at public sale to E. W. McMaster for \$2125, and he will put the mill in operation at once.

Elkton—Shirt Factory.—Representatives of a New York city shirt factory have been in Elkton looking for a suitable location to establish a large shirt factory. The Board of Trade can be addressed.

Salisbury—Saw Mill.—W. B. Miller is building an addition to his kindling-wood mill.

Severn—Electric-power Plant.—The Baltimore, Severn Park & Annapolis Electric Railway Co. will locate its power plant at Severn Park. Henry V. Brady, G. H. White and David S. Collett, of Baltimore, are among the incorporators.

Westminster—Flour Mill.—An effort is being made to reopen the steam flouring mills formerly operated by W. S. Myer & Bro. by the organization of a stock company.

MISSISSIPPI.

Meridian—Foundry, etc.—The Meridian Foundry and Machine Shops are being enlarged, and work on the additions has commenced.

Ocean Springs—Wells.—The city council has contracted for fifteen fire wells. Address the mayor.

Vicksburg—Cottonseed oil Mill.—The Vicksburg cottonseed oil mill has been purchased by F. Streuby for Lever Brothers, Limited, London, England, and the mill, which has been idle for some time, will be started immediately. The plant has a daily capacity of 100 tons and is valued at over \$100,000.

Wesson—Cotton Mill.—It is reported that the Mississippi Mills will put in 400 looms.

MISSOURI.

Kansas City—Stove Company.—The Clark Stove Co., capital stock \$100,000, has been incorporated by R. M. Clark, H. N. B. Umbach, A. M. Clark and others.

La Plata—Cannery.—A canning factory is to be erected. All arrangements have been perfected and the contract let.

Marshall—Coal Mines.—A syndicate of California capitalists will open coal mines ten miles from Marshall.

Peers—Plow Works.—The Hanneken-Gordon Plow Manufacturing Co., capital stock \$7000, has been incorporated by William Schoppe, Caspar Neider, J. H. Hanneken and others.

Richards—Mercantile.—The Vernon County Mercantile Co., capital stock \$12,000, has been incorporated by R. T. Wall, E. R. Johnson, W. L. Crabb and others.

St. Louis—Buggy-top Company.—The American Buggy Top Protector Co. has been incorporated with a capital stock of \$12,000, half-paid.

St. Louis—Drug Company.—The Arlington Drug Co., capital stock \$2500, has been incorporated by A. C. Hart, Wm. W. Vaughan and Caroline Hart.

St. Louis—Realty.—The Blackwelder-Holbrook Realty Co., capital stock \$10,000, has been incorporated by G. H. Blackwelder, I. K. Blackwelder, W. J. Holbrook and J. A. Holbrook.

St. Louis—Tailoring Company.—The J. W. Lossee Progressive Tailoring Co. has been incorporated with an all-paid capital stock of \$50,000.

St. Louis—Bridge.—The construction of a bridge is projected over Clark avenue, and Thomas G. Watts and Henry Steinman have been appointed a committee of property-owners to push the matter. The estimated cost to the city is \$100,000, and to the St. Louis Terminal Association about \$150,000. An ordinance authorizing the construction of the bridge is now being prepared.

St. Louis—Clothing Factory.—Isaac W. Klaus & Co. will erect a seven-story building to be used for a clothing factory employing 200 hands.

St. Louis—Factory.—Jas. E. Fogg is figuring with a local manufacturer for the erection of a factory building to cost with site \$400,000.

NORTH CAROLINA.

Charlotte—Gold Mine.—R. Norvill is opening the McCathren mine in Cabarrus county.

Clyde—Flour Mill.—Morgan & Killian will build a 30-barrel roller process flour mill.

Concord—Cotton Mill.—The Cabarrus Cotton Mill has contracted for new machinery.

Fayetteville—Electric-light Plant.—It is reported that the council is considering the question of lighting the streets by electricity. Address W. S. Cook, mayor.

Hominy—Flour Mill.—R. G. Gaston & Co. are installing a 40-barrel flour mill.

New Berne—Water Works.—The water-works company will probably bore a few more wells. Address James Redmond, Box 18.*

New Berne—Hardware Company.—George Slover, Lycurgus H. Cutler and Jesse C. Watkins have incorporated the Slover Hardware Co. to deal in hardware, etc.; capital stock \$8000.

New Berne—Cotton Mill.—A company will be organized to erect a cotton mill, sufficient stock having already been subscribed. Address Mrs. Wm. Beard.

New Berne—Saw Mill.—It is reported that a Pittsburg firm will erect a \$100,000 saw mill and manufacturing plant on North river, in Carteret county.

Tillery—Electric light Plant.—The North Carolina Lumber Co. has put in a dynamo to light its plant.

SOUTH CAROLINA.

Columbia—Furniture, etc.—J. W. Sign, Jr., & Co. have opened a furniture and undertaking establishment, and are ready to correspond with manufacturers of that class of goods.

Greenville—Cotton Mills.—It is rumored that two more cotton-mill companies will be organized, one of which is to have a capital of \$50,000.

Marion—Cotton Mill.—J. C. Rankin and W. T. Love have leased and will operate the Marion Cotton Factory.

Sumter—New Machinery.—The Sumter Electric Light Co. will put in a new boiler.

TENNESSEE.

Allardt—Oil Development.—J. B. Compton has interested Providence (R. I.) parties for the development of oil lands near Allardt.

Allardt—Oil Developments.—Bruno Gernt has leased 50,000 acres of oil lands in Pickett county, and has interested Buffalo (N. Y.) capitalists. Machinery has been ordered, and developments will be commenced at once.

Chattanooga—Commission Company.—The Chattanooga Commission Co. has been incorporated by T. C. Ryall, James L. Wyatt, J. L. Stewart, R. A. Evans and H. L. Dayton.

Cleveland—Flour Mill.—W. P. Sykes will erect a 30-barrel roller flour mill, to be operated by water-power.

Ducktown—Refinery.—The Pittsburg & Tennessee Copper Co. is reported as to erect a copper refinery.

Jackson—Woodworking Factory.—The Southern Seating & Cabinet Co. will enlarge its plant in the near future and put in additional machinery.*

Johnson City—Furnace Resuming.—An order has been issued authorizing the receiver of the Carnegie furnace to issue \$40,000 in receiver's certificates and put the plant in blast.

Overton County, etc.—Oil Lands.—The Cumberland Oil & Gas Co., of Huntington, W. Va., will drill for oil on 8000 acres of mineral lands in Overton and Putnam counties.

South Pittsburg—Coal Mine.—M. Deitzen is opening a new coal mine.

TEXAS.

Austin—Coal Mines.—The Vinning Coal Co. will open mines in about ninety days; no machinery bought yet.

Austin—Telephone System.—The Southwestern Telegraph & Telephone Co. will remodel and improve its plant.

Axtell—Cotton Gin.—Thompson & Warwick will erect a new cotton gin.*

Bonham—Broom Factory.—S. B. Howard has opened a broom factory.

Galveston—Canning Factory.—It is proposed to establish a cannery at Altu Loma, and a company will be organized. Address H. N. Lowry or Geo. H. Park.

Hempstead—Electric-light Plant and Water Works.—It is reported that an electric light plant and a water-works system will be built.

Italy—College.—The Southwestern Normal College, capital stock \$5000, has been incorporated by H. S. Parsons, Jesse M. Parker and George W. Hamlett, Jr.

La Porte—Land Company.—The La Porte Land Co., with a capital stock of \$600,000, has filed its charter. The incorporators are F. W. Ford, C. H. Hammett, R. R. Grier and W. F. Hammett.

Luling—Electric-light Plant.—The Luling Electric

Light & Power Co., noted last week as incorporated, will put in an electric-light plant.

Seguin—Cotton Gin.—L. D. Seay will build a cotton gin.

Sherman—Building Company.—The Equitable Savings & Building Co. has filed its charter; capital stock \$50,000. Incorporators are Tom Richards, Jesse P. Loving and H. L. Hall.

Wichita Falls—Flour Mill.—The Victor Milling Co. will put in new sieve, scalpers and graders, and possibly a lighting plant.

VIRGINIA.

Arcanum—Flour Mill.—Spencer & Payne contemplate building a flour mill.

Broadway—Flour Mill.—J. E. Beard and associates will build a roller-process flour mill.

Brock's Gap—Flour Mill.—George Wittig will erect a flour mill.

Buena Vista—Furnace Sold.—The Virginia Development Co. has purchased the iron furnace of the Buena Vista Co.

Mechanicsburg—Flour Mill.—John A. Newberry will put in the roller system next year.

New Alexandria—Saw Works.—The Emmerson Saw Co., of Beaver Falls, Pa., is erecting a saw factory in New Alexandria.

Norfolk—Advertising.—A charter has been granted to the Virginia Advertising Co., capital \$3000 to \$15,000; H. Hodges, president; P. L. Poindexter, secretary and treasurer; A. M. Gravey, general manager.

Norfolk—Barrel Factory.—A charter has been granted to the Norfolk Barrel Co. with a capital stock of \$10,000 to manufacture and sell barrels. The officers are: Charles Sherman, president; D. B. Richardson, vice president, and Francis R. Keating, secretary, all of Buffalo, N. Y.

Raphine—Flour Mill.—C. H. Wade intends to build a 20-barrel flour mill.

Roanoke—Canning Factory.—The W. J. Davis Manufacturing Co., of Chicago, Ill., will establish a large canning factory with a capacity of 10,000 to 15,000 cans per day. Over seventy-five hands will be employed.

Salem—Lumber Plant.—The Watson Manufacturing Co. has put in a circular-saw mill.

Troutville—Iron Mines.—H. C. Musser, of Roanoke, and others have purchased an iron-ore mine near Troutville, and they will shortly commence work developing it.

WEST VIRGINIA.

Elk River—Flour Mill.—B. D. Lewis expects to erect a roller flour mill of fifty barrels capacity.

Martinsburg—Stone Quarry.—Baker Bros. have resumed working their brownstone quarry.

Wheeling—Water Works, etc.—The Suburban Light & Water Co. has been incorporated for the purpose of establishing and maintaining water works and an electric light, heat and power plant, and of supplying water and light and electric power and heat for domestic and other uses to Elm Grove, Altenheim and Pleasant Valley. August Rolf and four others are the incorporators.

BURNED.

Adel, Ga.—J. B. Withers's saw mill.

Bartow, Fla.—The Terraceia Phosphate Works.

Birmingham, Ala.—The Birmingham Compress Co.'s cotton compress badly damaged; loss \$75,000.

Dan, Texas.—The Cottonwood Alliance Gin.

Ellicott City, Md.—Fred K. King & Son's cooper shop.

Grenada, Miss.—The Merchants' Bank building; loss \$5000.

Lake Providence, La.—Mrs. T. F. Montgomery's cotton gin.

Long Creek, N. C.—F. M. Hinkle's cotton gin.

Mansfield, Texas.—C. A. Smith's cotton gin.

Monroe, La.—A. Bernhard's cotton gin.

Osyka, Miss.—Geo. W. Saul's saw mill.

Richmond, Va.—The new tinplate plant of the Old Dominion Iron and Steel Works, just completed.

Spartanburg, S. C.—D. A. Switzer's cotton gin.

Taylorville, N. C.—J. M. Moore's cotton mill; loss \$10,000.

Walthourville, Ga.—E. P. Miller's turpentine distillery.

Warrenton, Miss.—Bernard Conaghan's cotton gin.

Whitewright, Texas.—The Layman Hotel and the First National Bank building.

Wilson, La.—Windsor Pipes's cotton gin.

Yoakum, Texas.—H. Hillman's cotton gin.

A CABLEGRAM just received from Europe by the Berlin Machine Works, of Beloit, Wis., announces that the "Invincible" sander has just been awarded the "Grand Prix" for sanders at the Antwerp Exposition. In view of the fact that it received similar reward at the World's Fair and at the New Orleans Cotton Exposition, that company has reason to believe that it has reached the highest pinnacle of success with the "Invincible" sander.

BUILDING NOTES.

Alexandria, Va.—Hotel.—John T. Price contemplates building a hotel.

Baltimore, Md.—College.—Baldwin & Pennington have completed plans for the City College building. Bidders are now invited to investigate.

Baltimore, Md.—Freight Shed, etc.—The Merchants & Miners' Transportation Co. will expend \$30,000 to build a freight shed and agent's office, etc., on Maltby's wharf.

Bristol, Tenn.—Hotel.—J. F. Hicks will next year build a \$15,000 hotel.

Clayton, Mo.—Residence.—F. C. Bonsack, of St. Louis, has prepared plans for a residence to be erected at Clayton for J. A. Hanley, to be 45x63 feet in size and two and a-half stories high; cost \$12,000.

Clayton, Mo.—Stable.—F. C. Bonsack has prepared plans for a stable to be erected at Clayton for J. H. Hanley; cost \$3000.

Cleburne, Texas—Depot.—Contract has been let to L. R. Marston for the new depot for the Gulf, Colorado & Santa Fe Railroad Co. to cost \$13,000.

Enterprise, Miss.—Church.—The Methodists have let contract for the erection of a new church.

Galveston, Texas—Office Building.—Chicago parties propose to build an eight-story office building to cost \$120,000. C. H. McMaster, of Galveston, can be addressed.

Jennings, La.—Church.—Work has commenced on the new Methodist Episcopal church building to cost \$2500.

Kansas City, Mo.—Business Building.—Plans for the proposed six-story brick business building for Frank H. Kump have been completed. It will cost \$50,000. The contract will be let about January 1, 1895. F. E. Hill, New York Life Building, prepared the plans.

Lampasas, Texas—School.—Bids will be opened December 20 for the erection of an 80x118 feet school building.

Little Rock, Ark.—Military Post.—Contract has been awarded at \$107,746 to Frederick Kepler, of Chicago, for the buildings for the new military post.

Louisville, Ky.—Dwellings.—Maury & Dodd, Tyler Building, have prepared plans for a residence to be erected for F. Higgins, to be 30x45 feet in size and two and a-half stories high, electric bells, etc.; cost \$12,000. Same architects have prepared plans for a residence for Robert Coleman to cost \$5000. Same architects have prepared plans for a residence to be erected for Dr. G. W. Lewman to have electric bells and lighting, steam heating, etc.; cost \$10,000. Same architects have prepared plans for a residence to be erected for C. J. Walton to have electric bells and lighting, steam heating; cost \$9000.

Louisville, Ky.—Stable, etc.—D. N. Murphy & Bro. have prepared plans for a grandstand and stable to be erected for the Louisville Jockey Club, to have electric bells and lighting, etc.

Lucania, N. C.—Depot.—The Wilmington & Weldon Railroad will build a passenger depot.

Lynchburg, Va.—Temple.—Plans by J. H. A. Ross have been selected for the new Masonic Temple to be built. The building will be five stories high and cost \$35,000.

New Alexandria, Va.—Church.—A movement has started for the erection of a \$3000 church. Address R. V. L. M. Kuhns.

New Orleans, La.—School.—A building permit has been issued to the city engineer for a school-house to cost \$4000.

New Orleans, La.—Office Building.—Bids are now being received on a \$10,000 office building for the N. O. & N. E. R. R.; John Glynn, secretary.

Paducah, Ky.—Hospital.—John Echols and St. John Royle, of Louisville, receivers of the Chesapeake, Ohio & Southwestern Railroad, have been ordered to build the long proposed hospital; cost will be over \$22,000.

St. Louis, Mo.—Dwelling.—John C. Roberts will erect a dwelling to cost \$20,000.

St. Louis, Mo.—Dwelling, etc.—S. M. Hallman has permit to build an \$18,000 dwelling and a \$3500 stable.

St. Louis, Mo.—Factory Building.—Jas. E. Fogg is figuring with a local manufacturer to erect an eight-story fire proof building to cost \$400,000, including land.

St. Louis, Mo.—Chas. H. Bailey will erect a five-story building to cost \$50,000.

St. Louis, Mo.—Dwellings.—J. D. de Pomberay has prepared plans for an office building and restaurant to be erected for Carton & Farix, to be 49x107 feet in size and three stories high, fire-proof, electric bells, passenger elevator, asbestos, steam heating, etc.; cost \$30,000. Will Levy has prepared plans for a dwelling for Samuel A. Jenkins to cost \$5000. R. Hencke has prepared plans for a dwelling to be erected for T. W. Kunze at a cost of \$3500. J. C. Newberry has prepared plans for three dwellings to be erected at a

cost of \$3000. O. G. Boehmer has prepared plans for four dwellings to be erected for the Central Security Association, to cost \$15,000.

St. Louis, Mo.—Hall.—Jacob Mahler will build a three-story hall to cost \$40,000.

St. Louis, Mo.—Stable.—Eames & Young have prepared plans for a stable to be erected for Chas. F. Bates to cost \$4000.

St. Louis, Mo.—Dwellings.—Firman Jessup will build a \$10,000 dwelling, and H. Crossman a \$5000 dwelling.

St. Louis, Mo.—Dwellings.—John Dwyer will erect a number of dwellings costing from \$5000 to \$10,000.

Tampa, Fla.—Church.—The Baptists will endeavor to raise \$10,000 for the erection of a church. Rev. W. H. Osborne can be addressed.

Temple, Texas—School.—Bids will be opened on December 11 for the erection of the proposed high-school building; B. C. Coffman, chairman committee.

Washington, D. C.—Dwellings.—P. A. Harding will erect three dwellings to cost \$12,000.

Washington, D. C.—Apartment-houses.—T. F. Schneider has revised plans for the Lowery apartment-house. The building will be seven stories high. B. S. Simmons, 931 F street, is preparing plans for an eight-story, 41x97 feet, apartment-house.

Weston, W. Va.—Residence.—Richard H. Harrison is contemplating the erection of a \$3500 residence in the spring, and would like some suggestions.

Wheeling, W. Va.—Stable.—Peter Erb has awarded contract for a three-story brick stable to cost \$15,000.

RAILROAD CONSTRUCTION.

Railroads.

Atlanta, Ga.—President Henry Jackson, of the Suwanee Canal Co., advises the MANUFACTURERS' RECORD that the 12-mile railroad from Folkstone to Camp Cornelia, in Okefenokee swamp, is about half completed.

Atlanta, Ga.—T. H. Simmons, a New York attorney; R. W. Day, of Chicago; David Kitson, of Glasgow, Scotland, with T. E. Blanchard and S. F. Parrott, of Columbus, Ga., are said to be interested in a scheme to build a railroad from Dawson, Ga., to Tallahassee, Fla., to have a terminus at Atlanta by way of the Georgia, Midland & Gulf, to be completed. The Tallahassee Dawson line is about ninety miles long.

Austin, Texas.—The Vining Coal Co. is interested in a road twenty-five miles long to be built to mines in Coleman county. It is expected to begin construction in January. This road will connect with the Santa Fe system.

Beaumont, Texas.—The Gulf & Interstate Railway will be graded from Bolivar Point, near Galveston to Beaumont, on the Neches river, by January 1. The distance is about fifty-five miles.

Beaumont, Texas.—The Gulf, Beaumont & Kansas City line will have fifty-one miles completed by January 1.

Brunswick, Md.—It is announced that the Baltimore & Ohio will enlarge its freight-yards at Brunswick by building several miles of track.

Bunkie, La.—Construction work has begun on the St. Louis, Avoyelles & Southwestern, to be built through Avoyelles parish. F. M. Welch, of Alexandria, La., is president. About forty miles of the road have been completed.

Camden, Ark.—J. Reeves and John Ritchie represent business men who are interested in building a road from Camden to Warren, in Bradley county, which will connect with a line extending to the Mississippi river.

Charleston, S. C.—The senate committee has favorably reported the bill permitting the Louisville & Nashville to build a line from Augusta, Ga., to Charleston.

Charleston, S. C.—The railroad which is being promoted by the Louisville & Nashville from Augusta to Charleston will be about 100 miles long. Surveys, it is stated, have been completed. August Belmont, of New York, is chairman of the Louisville & Nashville directors, and M. H. Smith, president of the company.

Charleston, W. Va.—It is stated that the Charleston, Clendennin & Sutton Company has secured \$3,000,000 on a deed of trust given the Philadelphia Trust & Safe Deposit Co. This, it is stated, insures the completion of the line to Sutton, W. Va. C. C. Lewis is president, and J. K. McDermott, superintendent.

Chattanooga, Tenn.—The Round Mountain extension of the Chattanooga Southern it is expected will be completed in about ten days. It extends into Cherokee county, Ala. J. W. Burke is receiver.

Clay City, Ky.—It is reported that John P. Martin, of Xenia, Ohio, with James W. McClure, of Winchester, Ky., are interested in a plan to build a road between Clay City and Mount Sterling. Preliminary surveys have been made.

Columbia, S. C.—A bill has been introduced in the State legislature amending the charter of the

Sumter & Wateree Railway and giving power to extend it.

Dahlonega, Ga.—The Chestatee Pyrite Co. is interested in building the proposed road from Lula to Dahlonega. It would be twenty-five miles long. M. Baldwin, of Savannah, is one of the principals in the company.

Elkton, Md.—Work has commenced on the branch of the Philadelphia, Wilmington & Baltimore to be built from Elkton to Middletown. Engineer Pritchard is in charge.

El Paso, Texas.—The city council has granted a franchise to the El Paso, Mexico & Chicago Company to lay tracks in the city. This is what is known as the "White Oaks" road, which is to extend from a connection with the Rock Island system at Washburn, Kans., to White Oaks, New Mexico. E. L. Bell is one of the principal promoters.

El Paso, Texas.—Engineer G. L. Marshall states that contracts have been let for building the Rio Grande Northern, which is to extend to the San Carlos coal mines, twenty-six miles, from a connection with the Southern Pacific road. The San Carlos Coal Co., of South Fourth street, Pittsburgh, Pa., is interested.

Ennis, W. Va.—It is reported that the Chesapeake & Ohio will build a branch into the Ennis coal region to develop the lands of the Flat Top Coal Land Association.

Fort Smith, Ark.—A. Childs and O. H. Brown, of Kansas City, are interested, it is stated, in the Chickasaw & Choctaw National road, proposed to be built from Fort Smith to Denison, Texas. Kansas City capital, it is said, will pay for a part of the construction work.

Gainesville, Texas.—C. C. Hemming, of Gainesville, Texas, informs the MANUFACTURERS' RECORD that the line to Wichita Falls is to be a branch of the Missouri, Kansas & Texas, and that this company will build it. The road will be about seventy-five miles long. C. A. Wilson, Parsons, Kans., is chief engineer.

Galveston, Texas.—It is reported that Chicago parties have purchased the North Galveston, Houston & Kansas City Railroad, extending from Virginia Point, near Galveston, to Clear creek, thirty-four miles, and may extend it to Houston. H. A. Reese is receiver. It is stated that a large steel railway bridge will be built by the company across Galveston bay.

Galveston, Texas.—The Toledo Bridge Co., of Toledo, Ohio, is said to be interested in the plan of the Galveston Bridge Terminal Co. to build a steel bridge across Galveston bay to cost \$8,000,000. The bridge is to be a double-track structure and to be used by all railroads entering the city. Charles Fowler is among those interested.

Georgetown, Texas.—It is stated that preparations are nearly completed to extend a branch of the International & Great Northern from Georgetown to Llano. H. B. Kane, of Palestine, Texas, is second vice president.

Georgetown, Texas.—The Trinity, Cameron & Western Railway Co. has applied to the State railroad commission for permission to begin work on its line. M. P. Kelly is general manager at Georgetown. The commission has given it authority to issue bonds at the rate of \$17,000 per mile. The road will be laid with 61-pound steel rails.

Hinton, W. Va.—Two districts in West Virginia near Hinton have voted to issue \$30,000 in bonds to build the Hinton & New River Railway. H. C. Waldo, of Hinton, is interested.

Knoxville, Tenn.—It is reported that A. E. Boone, of Zanesville, Ohio, with L. D. Dillon and Chas. H. Brown, of Knoxville, are interested in a plan to build a 30-mile belt road around Knoxville, and to connect it with a road which will traverse the Jellico coal district and reach the Atlantic coast by way of the Port Royal & Augusta road.

Louisville, Ky.—Advices from Chicago state that the Illinois Central will operate the Chesapeake, Ohio & Southwestern as its Louisville line, and will take it out of the hands of receivers. It is also stated that the road will be relaid with 75-pound steel rails and otherwise improved.

Louisville, Ky.—The Cleveland, Cincinnati, Chicago & St. Louis has bought property in the suburbs, and is preparing to construct terminal yards. It is reported that the company will build from Watson, Ind., seven miles, to the Indiana terminus of the new Kentucky and Indiana bridge, and will enter Louisville over the bridge.

Marshall, Mo.—Mayor Martin, of Marshall, advises the MANUFACTURERS' RECORD that a syndicate of California capitalists has been formed to build and operate forty miles of electric railway between Marshall and Sedalia.

Norfolk, Va.—The sum of \$40,000, to be spent by the Atlantic Coast Line at Pinner's Point, near Norfolk, will be used for building additional sidings, wharves, etc. Address W. G. Elliott, president, Wilmington, N. C.

Orlando, Fla.—It is reported that a new line has been projected between Indian river and Charlotte Harbor which will connect the Atlantic and Gulf coasts. The distance is about 150 miles. Philadelphia parties are said to be interested.

Pensacola, Fla.—It is now reported that contracts will soon be let to complete the Pensacola

Northwestern to Eutaw, Ala. S. N. Van Praag is president.

Petersburg, Va.—The belt line around the city, being constructed by the Atlantic Coast Line system, is nearly completed.

Scranton, Miss.—The work of laying rails on the Moss Point & Pascagoula road has begun. A. Howze is superintending the construction. It is expected to complete the line in about a month.

Valdosta, Ga.—It is stated that the Mineola Lumber Co. is considering the construction of a six-mile road from Valdosta to its mills. J. T. Roberts and A. McLeod are interested.

Vernon, Texas.—President Martin, of the Kansas City, Oklahoma & Southwestern, is quoted as saying that arrangements have been made so that construction will begin in January. It is to extend from Coffeyville, Kans., to Vernon by way of Guthrie, Oklahoma, El Reno and Fort Sill.

Wichita Falls, Texas.—J. A. Kemp & Co. are contractors for the proposed extension of the Missouri, Kansas & Texas to Wichita Falls, nineteen miles. They will receive all proposals for equipment, etc.

Wilton, Ark.—The work of tracklaying on the Texarkana & Fort Smith (division of Kansas City, Pittsburg & Gulf system) has been resumed, and it is expected to complete the line to Fort Smith as soon as possible. A dispatch from Shreveport, La., states that Chief Engineer Bruce has begun a survey for the extension of the same system to that city.

Winthrop, Ark.—W. A. Williams and F. B. Hubbell, of Texarkana, Ark., and N. A. George, of Rocky Comfort, Ark., have incorporated a company with \$150,000 capital to build a line fifteen miles long from Winthrop to Rocky Comfort. It will be a feeder to the Kansas City, Pittsburg & Gulf system.

Electric Railways.

Baltimore, Md.—The Baltimore Traction Co. is about to let contracts for substituting the trolley system for cable power on its Gilmor-street section, which is about three miles long. Hon. Frank Brown is president. The Druid-avenue cable section, which is about six miles in length, may also be equipped with the trolley system.

Baltimore, Md.—The City & Suburban Railway Co. has permission to extend its York road electric line through the northeastern suburbs to Homestead, near Clifton Park. The distance is about one mile. Nelson Perin is president.

Baltimore, Md.—The City Passenger Railway Co. will ask permission of the city council to extend its tracks in Northeast Baltimore for a trolley system. Oden Bowie is president.

Baltimore, Md.—The Baltimore Traction Co. is considering the idea of extending one of its divisions to Clifton Park. Hon. Frank Brown is president.

Baltimore, Md.—G. Howard White, H. T. Bready and David S. Collett, of Baltimore, are interested in forming a company to build an electric road from Baltimore to Annapolis by way of Severn Park. The trolley system will be used, and \$250,000 placed as capital of the company. The distance is about twenty-eight miles.

Baltimore, Md.—John Hubner, of Catonsville, is among the capitalists interested in building an electric road from Baltimore to Catonsville and Ellicott City, under the title of the Edmondson Avenue, Catonsville & Ellicott City road.

Fort Worth, Texas.—Morgan Jones, vice-president of the Fort Worth Street Railway Co., informs the MANUFACTURERS' RECORD that the company will rebuild most of this line, also the North Side road, and relay them with 56-pound steel rails. About thirteen miles of line will be covered in this way.

Moundsville, W. Va.—Work has begun on the electric line to be built between Benwood and Moundsville. J. W. Burchinal, of Moundsville, is one of the promoters. Hughes & Clark, of Beaver Falls, Pa., are the contractors.

Moundsville, W. Va.—J. W. Burchinal, of the Benwood Railway Co., informs the MANUFACTURERS' RECORD that Wareham & Hughes, of Beaver Falls, Pa., have the entire contract for constructing the Benwood-Moundsville electric line. It is to be nine miles long and will cost \$200,000.

New Orleans, La.—The New Orleans Traction Co. is preparing to place the trolley system on its Villere street extension. H. M. Littell is president.

Paducah, Ky.—The Paducah Electric Co. has purchased the Citizens' Railway, and it is stated will rebuild it as a trolley road. Elbridge Palmer and R. Rowland are interested.

Sedalia, Mo.—D. C. Metsker, superintendent of the Electric Railway, Light & Power Co. of Sedalia, informs the MANUFACTURERS' RECORD that it will build nearly three miles of line early in the spring of 1895, which will be an extension of the present road. No contracts let as yet.

Cable Railways.

Washington, D. C.—Work has begun on the Columbia cable road. It is to be nearly three miles long and will be completed by April 1. W. B. Upham is chief engineer.

MACHINERY WANTED.

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The MANUFACTURERS' RECORD has received during the week the following particulars as to machinery that is wanted.

Asbestos Manufacturers.—The Brooke Terra-Cotta Co., Lazeurville, W. Va., wants information and circulars from manufacturers and dealers in asbestos.

Bobbin Machinery.—W. Henry Cole, Spartanburg, S. C., wants machinery for manufacturing bobbins.

Boiler.—The Bridgeport Cistern Co., Bridgeport, Fla., wants a fifty horse-power boiler, new or good second hand. Write at once.

Boiler.—Wanted, two to four horse-power boiler. State price, condition and accessories. Address V. 176, Sun office, Baltimore, Md.

Boiler and Engine.—Thompson & Warwick, Axtell, Texas, will want a fifty horse-power boiler and engine.

Boiler and Engine.—Wm. C. Cole, Waynesville, N. C., wants a seventy or eighty horse-power boiler, stationary, tubular, second hand; also an eighty horse-power engine, about 14x18, short stroke, second-hand, in good order.

Boilers and Engine.—The Mobile Coal Co., Mobile, Ala., will probably want two boilers and an engine.

Brick Machinery.—Wayne & Von Kolnitz, Charleston, S. C., want to correspond with manufacturers of brick and tile machinery.

Brick and Tile Machinery.—The McCoy Brick & Tile Co., Augusta, Ga., will probably buy brick and tile machinery.

Broom Machinery, etc.—The S. H. Patch Broom Co., Clarendon, Ark., wants full outfit of broom machinery; also supplies, such as handles, wire, twine, broom corn, etc.

Cotton Machinery.—R. H. Evans, Chattanooga, Tenn., wants to correspond with manufacturers of machinery for making cotton flour sacks; also wants a practical man who can take charge of factory.

Conveying Machinery.—The Mobile Coal Co., Mobile, Ala., will want conveyor chain and elevators.

Cotton Gin.—L. D. Seay, Seguin, Texas, will want a 70-saw gin, stand press, etc.

Cotton Gins.—Thompson & Warwick, Axtell, Texas, will want three gin-stands, seventy saws each; suction outfit and press.

Cotton-mill Machinery.—Wm. P. Waterhouse, Beaufort, S. C., wants catalogues and prices on machinery for making cotton batting and twine.

Cotton mill Machinery.—K. McGowan, Factory, S. C., needs a Denn warper.

Crematory.—The board of public affairs, Little Rock, Ark., solicits proposals for the erection of a crematory for garbage; H. C. Jones, clerk.

Drilling Contract.—James Redmond, Box 18, New Berne, N. C., wants prices on boring wells per foot.

Drilling Contract.—Sealed proposals will be opened December 18 for the drilling of an artesian well at San Marcos, Texas. Address Marshall McDonald, United States commissioner, Washington, D. C.

Drilling Contract.—H. H. Palmer, 82 South Highland avenue, Sing Sing (not Long Island, as noted several days ago), N. Y., wants to contract for drilling of wells seventy five to 100 feet deep, one-and-one-quarter-inch core, in the vicinity of Chattanooga, Tenn.

Electric-railway Equipment, etc.—The Sedalia & Brown Springs Electric Co., D. C. Mesker, Sedalia, Mo., will want material, rolling stock, etc., for electric railway.

Engine.—Wanted, a good second-hand or new horizontal engine, about eight horse-power. Address the Elkin Manufacturing Co., Elkin, N. C.

Gas Engine.—J. C. Hobart, in care of Triumph Electric Co., Cincinnati, Ohio, wants prices on gas engine for use with dynamo.

Heading and Stave Machinery.—The Miller & Jones Lumber Co., Van Buren, Ark., wants prices on stave and heading machinery.

Heading Machinery.—The Helena Canning Co., Helena, Ark., wants to buy machinery for manufacturing barrel-heads.

Hoop Machinery.—Caleb Dickinson, of Ramland, Ala., wants estimates on saws for cutting hoops

of hickory poles. Address in care of C. J. Dickson, Lewisburg, Tenn.

Iron, Coal and Coke.—The Interstate Iron Works Co., Meridian, Miss., wants quotations on foundry pig iron, coal and coke.

Locomotive and Cars.—Wm. C. Cole, Waynesville, N. C., wants a light tram engine, three-foot gage, and three log cars.

Machine Tools.—The Interstate Iron Works Co., Meridian, Miss., wants to buy an eight or 10 foot boring and turning mill, either new or second hand, of modern construction; also a 60-inch slide lathe, 20-foot shears.

Mailing Tubes.—J. C. Hobart, in care of Triumph Electric Co., Cincinnati, Ohio, is in the market for paper mailing tubes.

Molding Machine.—Jos. Clore's Sons, Henderson, Ky., will buy an eight-inch molding machine.

Paper and Glue.—The Sprinkle Pulley & Wood-ware Co., Pennsboro, W. Va., wants sample and price on five to ten barrels of good glue and heavy wrapping paper.

Pipe.—James Redmond, Box 18, New Berne, N. C., wants prices on six, eight and 10-inch pipe (wrought iron).

Planer.—Wm. C. Cole, Waynesville, N. C., wants a Buss planer, second-hand.

Platform Lift.—Second-hand platform lift, with or without wire rope and balance weight; state height of frame and size of floor; must be cheap. Address Warehouseman, 292 Sun Office, Baltimore, Md.

Printing Machinery.—R. H. Evans, Chattanooga, Tenn., wants to correspond with cotton mills that make machinery for printing on flour sacks.

Railroad Rolling Stock, etc.—The Darien & Western Railroad, Darien, Ga., is in the market for a locomotive, three coaches, two turn tables and five box cars.

Rails.—The Cameron-Barkley Co., Charleston, S. C., wants about two miles of 30 to 35-pound relay steel rails with fastenings; also prices on new rails.

Rails.—The Tampa & Palmetto Beach Railway Co., Tampa, Fla., wants 100 tons of iron rails for street railway, weight thirty to sixty pounds, new or second-hand.

Rails.—W. Y. Clark, Brunswick, Ga., wants 300 tons of 30 to 35-pound relaying rails and fastenings delivered.

Rails.—Wm. C. Cole, Waynesville, N. C., wants three or four miles of 16-pound T rails for tramroad; second-hand.

Roofing.—L. D. Seay, Seguin, Texas, will want iron roofing.

Sewerage System.—Sealed proposals for the construction of sewerage system at Fort Monroe, Va., will be received until December 20, and then publicly opened. All information furnished on application. Address Chas. E. L. B. Davis, major engineers, Washington, D. C.

Shellac Varnish.—The Sprinkle Pulley & Wood-ware Co., Pennsboro, W. Va., wants prices on shellac varnish, wood and grain, in barrel lots.

Tobacco Machinery.—J. E. Spencer, agent, Tampa, Fla., wants prices on best and latest bunch catcher; also cheapest hand-power cigarette machine.

Woodworking Machinery.—W. W. Cobia, Ricks, Ala., wants a bending machine, planer, handle and spoke lathe.

Woodworking Machinery.—A. J. Clayd, Jonesborough, Tenn., wants to buy woodworking machinery.

Woodworking Machinery.—The Dimension Stock Co., Weston, W. Va., wants a planer, spoke and handle lathe and rotary veneer cutter.

Woodworking Machinery.—The Southern Seating & Cabinet Co., Jackson, Tenn., is in the market for woodworking machinery.

Woodworking Machinery.—The Watauga Chair and W. T. Works, Johnson City, Tenn., wants prices on machinery for making meat skewers and insulator pins; new and second-hand.

Arthur Benson, of Elizabethton, Tenn., wants complete equipment for building and furnishing an industrial school, etc.

TRADE NOTES.

WEST CHESTER, N. Y., has ordered a new hose carriage of the Gleason & Bailey Manufacturing Co., New York city.

An opportunity is offered investors to become interested in a large and successful furniture factory at Rome, Ga., in our advertising columns. The chance is an exceptional one, and well worthy of investigation. O. H. McWilliams, of Rome, Ga., is administrator of the property.

ONE of the largest and most complete houses of its kind is the establishment of Berger Bros., Philadelphia, Pa. This concern has a wide reputation for patented gutter-hangers, pipe hooks, pail ears, saucepans and other handles of new designs for tanners. A five-story building has lately been added to the works to give greater facilities for the roofing-supply department of

gutter, pipe, sheet iron, corrugated iron, siding, etc. Business is reported as booming.

A NEW line of garden hose is being introduced by the New Jersey Car Spring & Rubber Co., of Jersey City, N. J. It is made four and five ply of a special high-grade duck, and is warranted to stand 500 pounds pressure. The same quality of duck and style of construction has been used with excellent results by this company in making fire hose.

The building offered for sale in our advertising columns in last week's issue is located at Gallatin, Tenn., and not Texas, as a typographical error placed it. The structure is of brick, three stories, 50x150 feet, and the property includes five acres of land with railroad frontage. It is well adapted for manufacturing purposes. Correspondence should be addressed to Box 43, Gallatin, Tenn.

The "Standard" scales have won a reputation among many of the largest coal, iron and steel firms and railroads for strength, delicate adjustment and accuracy. The good opinion in which these scales are held is evidenced by the complimentary character in which users refer to them. To accommodate the Eastern trade the Standard Scale & Supply Co., of Pittsburg, Pa., manufacturer of these scales, has established a branch office at 707 Bullitt Building, Philadelphia, Pa.

AFTER having spent most of the present year in constructing a modern plant, which covers fifty acres of ground, the Memphis Car & Foundry Co., of Memphis, Tenn., has its works in active operation, and among other work, is rebuilding a large number of cars for the Kansas City, Fort Scott & Memphis Railroad. The Memphis Car & Foundry Co. is an extensive buyer of iron from the Birmingham district, and will furnish a large market for the product of the numerous Southern iron furnaces.

A NEW electrical device that is attracting considerable attention among owners of industrial plants is one for giving warning of overheated journal bearings. The system, as described, consists of apparatus so installed in every part of a building that it not only gives warning of fire, but simultaneously indicates the floor and room where fire breaks out. The system received a high award at the World's Fair, and is endorsed by the New England Insurance Exchange. It is furnished by the Electric Heat Alarm Co., 145 High street, Boston, Mass.

A SOUTHERN establishment that furnishes an illustration of what enterprise and good management can do with an industrial plant in this section is the Columbus Iron Works, of Columbus, Ga. This concern has built up an extended reputation by producing first-class machinery. It was a pioneer builder of ice machinery, and has a large number of its plants in operation in different parts of the United States and Canada. All kinds of foundry and machine work are turned out at this establishment, which is becoming one of the most important of its class.

AN ingenious fish-plate splice for connecting railroad rails, patented by W. J. Sheldon, is being manufactured by the Loreley Machine Works, Loreley, Md., of which Mr. Sheldon is manager. This device dispenses with the use of threaded bolts, nuts and nut locks, and makes a solid splice vertically, giving the rails three quarters of an inch for expansion and contraction. At these works are also made the McManus car-fender and wheel-guards. In appearance this fender is compact and simple, and is automatic in working. This concern also does general repair work.

A UNIQUE article of equipment to the foundry trade, being introduced by the S. Obermayer Co., of Cincinnati, Ohio, is described in a circular from this firm. It is a molder's movable bench, and was invented by J. T. Rowland, foundry superintendent of the J. I. Case Threshing Machine Co.'s works, Racine, Wis., and a practical molder and foundry foreman. The advantages in economy of time and labor commend it to all foundrymen. With this device the molder does not have to carry heavy molds back and forth and needs only enough floor room to perform his labor. After pouring his work he need not lift it more than to simply dump it where it lies, and as a result of such facilities more and heavier work can be handled on and from this bench.

TESTIMONY that a business revival has set in along all lines continually increases in volume. The Birkford Drill & Tool Co., Cincinnati, Ohio, a concern whose national and international trade places it in favorable position to note changes for the better, writes as follows: "Business at the present time is better with us than it has been for fully a year, and some very good orders are now in hand, both for domestic and foreign shipment. Among the foreign orders on our books are three machines to go to South Africa, and one for England. Other foreign orders are now pending, and there is every prospect of securing them." From this it will appear that buyers, both at home and abroad, possess greater confidence in the early inauguration of a season of prosperity, and

are backing their faith by investments in equipment, to be prepared for the greater activity that is promised.

"TIMES are dull, then don't be with the times," is a stimulating piece of advice, given by the De Loach Mill Manufacturing Co., of Atlanta, Ga. Judging from the growing demand for the saw mills, grinding mills and water-wheels made by this concern, the users of such equipment are wide-awake to the merits of the De Loach product. Business with this company during the past month has picked up fully 100 per cent, and the management is confident that it will continue to improve. Shipments now being made include points from Vermont to California. A branch house has been established by the company in St. Louis in order to handle the Western trade to better advantage. J. H. Anderson, well known in the business circles of St. Louis, and familiar with the requirements of this line of machinery, is in charge of the new branch.

THE Lidgerwood traveling cableway, manufactured by the Lidgerwood Manufacturing Co., New York city, is most extensively used on the Chicago drainage canal, which is being cut largely through solid rock 160x35 feet deep. The sides are channelled, and the material excavated is hoisted, conveyed and delivered on one or both sides of the canal leaving a berm sixty feet on each side. There are twenty of the traveling cableways distributed as follows: McArthur Bros. have four, Gilman & Co. four, Quail Construction Co. two, Mason, Hoge & King eight, Heldmaier & New one and Mason, Hoge & Co. one. The capacity of the cableway is from 500 to 600 yards per day, according to the way in which the material is filled into the skips. Nearly seventy Lidgerwood hoisting engines are employed in the various hoisting plants upon this canal.

JOHN T. PENSINGER, general Southwestern agent for the Wolf Company, Chambersburg, Pa., has been awarded contract for building the new 150-barrel roller mill at Raleigh, N. C., for the Farina Roller Mill Co. James Mack & Son, Messmore, Pa., are placing flour packer, receiving separator, hopper scales and other machinery in their mill, and have placed order with James J. Pollard, general central agent for the Wolf Company. The same agent has secured contract from Love, Sunshine & Co., Johnstown, Pa., for a complete 200 to 300-barrel capacity flour-mixing, blending and aerating plant. Recent orders of the Wolf Company include Geo. W. Wainwright, Greenville, Pa., a 24-inch Standard "Wolf-Keiser" improved horizontal turbine water-wheel; J. A. West, of Pleasant Hall, Pa., a 24-inch "Wolf-Keiser" turbine water-wheel; C. H. Fairchild, Honeoye Falls, N. Y., roller machine, receiving separator and other special supplies for a mill at Livonia Station, N. Y.

THE time in which the value of a wood preservative demonstrates its value depends upon the character of the work and the amount of exposure to influences that promote decay. Eight or ten years are considered long enough for this purpose. Recently the Fernoline Chemical Works, of Charleston, S. C., started to investigate the condition of timber which had been treated with "Fernoline" in 1885-86-87. The results proved so satisfactory that the concern has enlarged its works in anticipation of the increased demand that is expected for its product. A typical illustration of the results found is the condition of track stringers on the Enterprise and City horse railroads at Charleston, S. C., that were given two coats of "Fernoline" when laid in 1886. These stringers when examined (1894) were, we are informed, found to be perfectly sound and good, while untreated stringers of same quality, put in at the same time, were almost entirely gone. The results so far obtained show, it is stated, that "Fernoline" doubles the life of timber.

Iron Markets.

CINCINNATI, December 1.

A week broken by a holiday is apt to be a quiet one, and the week just closed is no exception. Transactions have been moderate and without spirit. Two or three lots of 1000 tons sold to Western rolling mills and some larger sales to pipe works are all the trade worthy of note. The most promising feature at present is the prospect of some car orders being placed. Many of the Southern roads and some of the Northern are so short of rolling stock that urgent traffic cannot be handled. Deliveries on pig-iron orders are seriously delayed by this cause, and the complaint of consumers, who are running close on supplies of iron, is emphatic. Other lines of heavy freight are suffering in like manner. All the car shops in the country ought to be fully employed today to provide the cars that are actually needed for current traffic. The lines that need the cars most, how-

ever, have so little money and such limited credit that the orders are delayed. A few contracts are in the field, nevertheless, and if they are placed soon will give a stimulus to the foundry and rolling-mill trade. One thing is certain—the roads must fix themselves to handle better the business offered, or a decided loss of traffic will result.

We quote for cash f. o. b. cars Cincinnati:

Southern coke No. 1 foundry.....	\$ 9 75@10 00
South. coke No. 2 foundry and No. 1 soft.....	9 25@ 9 50
Hanging Rock coke No. 1.....	12 00@ 12 50
Hanging Rock charcoal No. 1.....	16 00@ 17 00
Tennessee charcoal No. 1.....	14 00@ 14 50
Jackson county stone coal No. 1.....	14 50@ 15 00
Southern coke, gray forge.....	8 50@ 8 75
Southern coke, mottled.....	8 25@ 8 50
Standard Alabama car-wheel.....	15 75@ 16 75
Tennessee car-wheel.....	15 50@ 16 00
Lake Superior car-wheel.....	14 00@ 14 50

We quote for cash f. o. b. St. Louis:

Southern coke No. 1.....	\$10 75@11 25
Southern coke No. 2.....	10 00@ 10 25
Southern coke No. 3.....	9 75@ 10 00
Southern gray forge.....	9 50@ 9 75
Southern charcoal No. 1.....	14 00@ 14 50
Missouri charcoal No. 1.....	12 50@ 13 00
Ohio softeners.....	14 00@ 14 50
Lake Superior car-wheel.....	15 50@ 16 00
Southern car-wheel.....	16 75@ 17 00
Genuine Connellsville coke.....	4 75
West Virginia coke.....	4 75

We quote for cash f. o. b. Chicago:

Southern coke No. 1 soft & No. 2 fdy.....	\$11 50@12 00
Southern coke No. 2 soft & No. 3 fdy.....	11 00@ 11 50
Ohio Scotch softeners No. 1.....	11 00@ 11 50
Lake Superior charcoal Nos. 1 to 6.....	15 00@ 15 50

We quote for cash f. o. b. New York:

No. 1 standard Southern.....	\$11 50@12 00
No. 2 standard Southern.....	11 00@ 11 50
No. 1 standard soft.....	11 00@ 11 50
No. 1 foundry lake ore coke iron.....	13 50@ 14 00
No. 2 foundry lake ore coke iron.....	12 50@ 13 00
Lake Superior coke.....	15 00@ 15 50
Lake Superior C. C. W.....	15 00@ 15 50
Southern C. C. W.....	18 00@ 18 50

We quote for cash f. o. b. Philadelphia docks:

Standard Alabama No. 1 X.....	\$11 50@12 00
Standard Alabama No. 2 X.....	11 00@ 11 50
Strong lake ore coke iron No. 1 X.....	13 50@ 14 00
Strong lake ore coke iron No. 2 X.....	12 50@ 13 00
Lake Superior charcoal.....	15 00@ 15 50
Standard Alabama C. C. W.....	18 00@ 18 50

We quote for cash delivered Boston:

Alabama No. 1 foundry.....	\$12 00@12 25
Alabama No. 2 fdy. and No. 1 soft.....	11 50@ 11 75
Alabama No. 3 fdy. and No. 2 soft.....	11 00@ 11 25
Alabama No. C. C. car-wheel.....	18 50@ 19 00
Strong L. S. coke iron No. 1 foundry.....	14 25@ 14 75
Lake Superior charcoal car-wheel.....	16 50@ 17 00
American-Scotch (Northern) No. 1.....	14 50@ 15 00
Jackson county silvery No. 1.....	17 25@ 18 00

ROGERS, BROWN & CO.

A LETTER to the MANUFACTURERS' RECORD reports that the Tredgar Brick Co., of Jacksonville, Ala., has made for the new cotton-oil mill at that point 300,000 bricks at a cost, delivered, of \$3.75 per thousand. The quality of these bricks is said to be very fine.

A MOBILE (ALA.) firm has just completed for the National Dredging Co., of Wilmington, Del., what is said to be the largest dredge in this country. It cost \$80,000, and is called "Bismarck."

THE young men of Orlando, Fla., have organized a business league to promote the interests of the town.

TABLE OF CONTENTS.

EDITORIAL	Page
Alabama's Awakened Interest in Cotton-Manufacturing.....	281
Active and Comprehensive Work Needed.....	281
New Impressions of the South.....	281
Nicaragua Ship Canal (Plus).....	282
Mr. Black and the Nicaragua Canal.....	283
Shipping Coal at Mobile.....	283
Better Financial Condition.....	284
Land Sales in North Carolina.....	285
Another North Carolina Colony.....	286
TEXTILES:	
Another Cotton Factory.....	286
A Big Cotton Cargo.....	286
Textile Notes.....	286
Baltimore Realty in Demand.....	286
RAILROAD NEWS:	
Washington Baltimore Road.....	287
Money for Street Railways.....	287
Another Georgia Project.....	287
An Important Sale.....	287
The Southern Railway Association.....	287
Charleston as a Railway Terminus.....	287
Dissolved the Injunction.....	287
Seaboard Air Line Change.....	287
Annual Meetings.....	287
Southern Railroad Notes.....	287
PHOSPHATES:	
Phosphate Markets.....	288
Phosphate and Fertilizer Notes.....	288
COTTONSEED OIL:	
Jacksonville's New Cottonseed Mill.....	288
English People Buy an Oil Mill.....	288

The Markets for Cottonseed Products.....	288
Cottonseed-Oil Notes.....	288
LUMBER	
Want Southern Timber Land.....	289
Lumber Market Reviews:	
Baltimore.....	289
Norfolk.....	289
Mobile.....	289
Charleston.....	289
Pensacola.....	289
New Orleans.....	289
Beaumont.....	289
Southern Lumber Notes.....	290
New Financial Institutions.....	290
Interest and Dividends.....	290
New Bond and Stock Issues.....	290
Financial Notes.....	290
Free Wharves at New Orleans.....	290

CONSTRUCTION DEPARTMENT:

New Enterprises.....	291
Building Notes.....	292
Railroad Construction.....	292
Machinery Wanted.....	293
Trade Notes.....	293
Iron Markets.....	294

ONE HUNDRED MILES AN HOUR.

The New Giant Locomotives the Pennsylvania Railroad is Building to Beat all Records.

That a locomotive can haul a train of cars filled with passengers at the enormous speed of 100 miles an hour is no longer an impossibility, but has become a fixed reality. This marvelous feat has been brought about by the genius of the American mechanic. Only a few years ago the raising of speed to the high maximum of sixty miles an hour, with steam as the propelling power, set science to wondering.

The Pennsylvania Railroad Co. has constructed an engine which it claims will out-travel any locomotive in existence. It is capable of a speed of 100 miles an hour. At this unprecedented speed it will pull a full train, consisting of four vestibule Pullman cars, two day coaches, a combination car and the locomotive tender. When ascending the steep grades and rounding the sharp curves on the Alleghany mountains, a velocity of one mile a minute has been maintained. To railroad men of the country this record-breaking flyer is known as the "Pennsy's latest style, class 'P,' express locomotive." For endurance and general wear and tear it is believed that this engine can stand more hard usage than any other locomotive ever constructed.

The smokestack is somewhat different from those in general use on the Pennsylvania road, being straight, without any break excepting a single nozzle at the top, where a 4½-inch tip is used. The principal new feature, however, is the employment of a driving-wheel eighty inches in diameter. On the average Pennsylvania passenger engine the driving wheels vary from sixty-two to sixty-eight inches in size. The technical details of the engine have been gone over thoroughly and every part greatly improved where the service seemed to call for decided alterations.

These new-style engines have a first-class ash-pan made out of cast iron, and the dampers are air-tight. A Belpaire boiler is used, which is fifty-seven inches in diameter and contains 258 tubes. These tubes are 136 inches in length, with an outside dimension of seven-eighths of an inch. The cylinders have the enormous dimensions of nineteen by twenty-four inches, and the fire-box is forty-six inches in width, forty-nine and a-half inches in height and 119½ inches in length. The entire weight of the locomotive is 125,800 pounds, and the length along the base is eighty-two feet nine inches.

The area of the grate is thirty-three and a half square feet, and the total heating surface is 1583 square feet. Of this amount the fire-box has a heating surface of 148 square feet and the boiler tubes 1435 square feet. The steam pressure amounts to 175 pounds to the square inch. The entire cost of the engine amounts approximately to \$9000. The form of guide is the four-bar variety, except that the two top bars are substituted for a cast-iron one ten inches wide, with a big strengthening rib in the centre. The lower guides and crosshead have been improved in making it lighter, and in holding the piston-rod a nut is placed, which discontinues altogether the use of the troublesome key. The tires are four inches thick.

The travel of the valves is six inches and lap one and one-eighth inches. The cylinder cock-rig operates a third cock that is tapped into the steam passage to the cylinder to prevent water from going over, and this alone is considered one of the greatest money-saving devices ever placed on a locomotive.

The headlight is also something new and unique in appearance. The sand-box has

been placed on top of the boiler, instead of in the wheel covers. The cab has a ventilator, and the reverse lever is short, but not easily handled, although the throttle rig is one of those winding affairs which climb around the boiler and crawl at the end into a hole. The tender attached to the engine weighs 70,000 pounds. On it can be stored 3000 gallons of water and 15,000 pounds of bituminous coal. A notable feature of the locomotive is the new pattern water scoop, which can take up water from the trough located between the tracks when running at the high rate of sixty miles an hour without in the least splashing aqueous fluid over the cars. One of these new engines has been running on the United Railroads of New Jersey and the Philadelphia, Wilmington & Baltimore road, both leased roads of the Pennsylvania system. Another is hauling the Pennsylvania Limited west on the Middle Division, between Harrisburg and Altoona, and brings the train in on time to the second at every run without apparently the least trouble.

The average speed of the "Empire State Express," on the New York Central road, is a fraction over fifty miles an hour, while the maximum speed now attained on the "Congressional Limited," of the Pennsylvania line, between New York and Washington, is a fraction over eighty-six miles an hour. This new style engine made a run lately on the West Jersey road, with a long, heavy train, of a mile in forty seconds. Although the road between New York and Pittsburg abounds with sharp curves and heavy grades, the run with a heavy train can be and has been made with this engine in eight hours. The probability of very fast express trains being placed on competing lines between New York and Chicago and New York and Pittsburg is now beyond doubt.

The run between the two first-mentioned cities can easily be made in sixteen or seventeen hours, and between the last-named cities eight or nine hours at the very longest.

Extension of Sleeping-Car Service to Buffalo, Niagara Falls and Suspension Bridge.

The Pennsylvania Railroad Co. on Thursday, November 27, extended the sleeping-car service on train No. 9, leaving Union Station, Baltimore, at 8.25 P. M. (formerly to Rochester only), through to Niagara Falls and Suspension Bridge via Buffalo daily, except Saturday evening. Returning car will leave Suspension Bridge, Niagara Falls and Buffalo daily, reaching Union Station, Baltimore, on train No. 16 at 8.55 A. M.

Important to Commercial Travelers.

On and after December 1 baggage agents of the Baltimore & Ohio Railroad Co. will accept coupons from mileage books issued by the Baltimore & Ohio Railroad, Pittsburg & Western Railway, Baltimore & Ohio Southwestern Railway and Valley Railway of Ohio in payment for excess baggage charges at their face value, two cents each. This arrangement will not include Baltimore & Ohio mileage books endorsed "good only on Baltimore & Ohio." Baltimore & Ohio Southwestern mileage advertising books nor books older than one year from date of issue.

WHEN you visit New England, ask for tickets via the safe and reliable Norwich Line at all the principal ticket offices in Philadelphia, Washington, Baltimore, Harrisburg and all points South and West. Passengers for Boston and the East can procure tickets by the Norwich Line, and thus avoid the inconvenience of carriage transfer in New York, as steamers leave the pier adjoining Pennsylvania Railroad ferry, foot of Desbrosses street.

FOR SALE or PARTNERSHIP.

THREE-STORY BRICK, 50 x 150 ft. FIVE ACRES on railroad. Good town. Building cost \$22,000. Suitable for manufacturing. Price \$10,000, or \$5000 cash and \$5000 in business.

BOX 43, GALLATIN, TENN.

FOR SALE.

50 Woods Plaid Looms

3 and 4 Box,

in good condition and can be seen running at our mill. Anyone desiring to start a small weave shop would do well to take them. For further particulars apply to

JAS. N. WILLIAMSON & SON.

Ossipee Cotton Mills.

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Industrial Properties,
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Correspondence with Individuals, Corporations and municipalities solicited.

**JOHN L. WILLIAMS & SON,
BANKERS,**

RICHMOND, VA.

Our Manual of Investments for 1890, the largest work of the kind published by any banking house in America, (406 pages, octavo, cloth,) may be had without charge by clients, correspondents and those expecting to do business with us; by others at \$2 per copy.

Maryland Trust Co.
Corner South and German Sts.**BALTIMORE.**

CAPITAL, - \$1,000,000.

**A LEGAL DEPOSITORY FOR COURT
AND TRUST FUNDS.**

Acts as Financial Agent for States, Cities, Towns, Railroads and other Corporations. Transacts a general trust business. Lends money on approved security. Allows interest on special deposits. Acts as Trustee under Mortgages, Assignments and Deeds of Trust; as Agent for the Transfer or Registration of Stocks and Bonds, and for the payment of coupons, interest and dividends.

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OF BALTIMORE.**AUTHORIZED CAPITAL, \$2,000,000
PAID-UP CAPITAL, \$1,000,000
SURPLUS and undivided Profits, \$600,000

Legal Depository for Money.

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Rent—\$10 to \$200. Also Vaults for Storage.

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Negotiated**Special inducements offered
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THE LAND TRUST CO. OF GEORGIA,

504 Equitable Building, ATLANTA, GA.

To the Holders of First Mortgage 7
per cent. Bonds of the Charlotte,
Columbia and Augusta Railroad
Co., maturing January 1st, 1895.

NEW YORK, December 1st, 1894

The holders of the \$2,000,000 First Mortgage Bonds of The Charlotte, Columbia and Augusta Railroad Company, maturing January 1st, 1895, are hereby notified that, pursuant to an agreement heretofore made under the "Richmond Terminal" plan of reorganization, the MARYLAND TRUST COMPANY will purchase said Bonds at par and accrued interest to date of maturity (at which time interest will cease), upon presentation and surrender thereof at its office in BALTIMORE, MD., on or after January 1st, 1895, or, at the option of the Bondholders, will arrange to extend such Bonds for fifteen years from July 1st, 1894, at five per cent. per annum interest, upon terms set forth in the attached notice of the said MARYLAND TRUST COMPANY, if presented at its office on or before December 20, 1894.

SOUTHERN RAILWAY COMPANY,

W. A. C. EWEN, Secretary.

BALTIMORE, MD., December 1st, 1894.

In accordance with the foregoing notice, the MARYLAND TRUST COMPANY offers to the holders of Charlotte, Columbia and Augusta First Mortgage Seven per cent. Bonds due January 1st, 1895, who shall present same at its office on or before December 20th, 1894, the privilege of extending them at Five per cent. per annum for fifteen years from July 1st, 1894, upon payment of Two and one-half per cent. upon the amount of Bonds so extended.

Those who do not wish their Bonds extended upon these terms may have them purchased at par and accrued interest to date of maturity by presenting them on or after January 1st, 1895, at the office of the MARYLAND TRUST COMPANY.

Thus the holder of \$1,000 Charlotte, Columbia and Augusta First Mortgage Seven per cent. Bond, upon presenting it for extension, will receive \$1,000 extended Five per cent. Bond, carrying coupon due July 1st, 1895, and \$10.00 in cash.

Or if presenting it for purchase will receive:

Principal, . . . \$1,000 00

Interest, . . . 35 00

Cash, . . . \$1,035 00

The extended Bonds are assumed by the Southern Railway Company, principal and interest payable in gold, as per extension agreement and coupon sheet attached to each Bond. THE LIEN REMAINS UNDISTURBED, and \$2,000,000 of the First Consolidated Mortgage Gold Five per cent. Bonds of the Southern Railway Company are reserved by the Trustee, for which the holders of Charlotte, Columbia and Augusta Extended Bonds have the right to exchange their Bonds at any time prior to maturity.

MARYLAND TRUST COMPANY.

SOUTH AND GERMAN STREETS
BALTIMORE, MD.**FIDELITY & DEPOSIT CO. of Maryland,**

Home Office, BALTIMORE.

Cash Capital, \$500,000 00
Stockholders' Liability, 500,000 00
Surplus and Reserve, 300,000 00
(Faithfulness Guaranteed.) \$1,300,000 00

Accepted by the United States Government as sole surety on Bonds of Distillers. Collectors of Customs and Internal Revenue. Gaugers, Storekeepers, and other government officials and employees.

Becomes surety on Bonds of officers and employees of Banks, Railroad, Express and Telegraph Companies. Officials of States, Cities and Counties. Also on Bonds of Executors, Administrators, Guardians, Trustees, Receivers, Assignees, Committees, and in Replevin Attachment and Injunction cases and all undertakings in Judicial Proceedings.

EDW. N. WARFIELD, President.

HERMAN E. BOSLER, Secy. and Treas.

INVESTMENTS IN THE SOUTH.**Exchange Banking & Trust Co.**

CHARLESTON, S. C.

Paid up Capital, \$100,000. Deposits, over \$200,000.
TRANSACTS A GENERAL BANKING AND TRUST BUSINESS. INTEREST ALLOWED ON DEPOSITS.GEO. B. EDWARDS, Pres. P. N. PICKENS, Cashier.
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Full inquiry may be made through Dunn's or Bradstreet's Mercantile Agencies, the Charleston Chamber of Commerce, or any other source.

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IF YOU HAVE City Property, Lots, Factories, Farms, Breweries, Hotels, Manufactories, Timber Land, Railroad or Industrial STOCKS or BONDS and wish to exchange them for other properties, send particulars to

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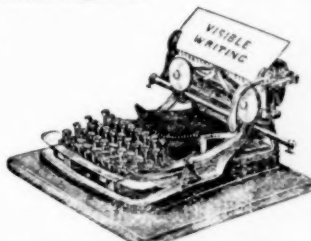
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Simple. Rapid.

Price, \$75.

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21 Sixth Street. PITTSBURG, PA.

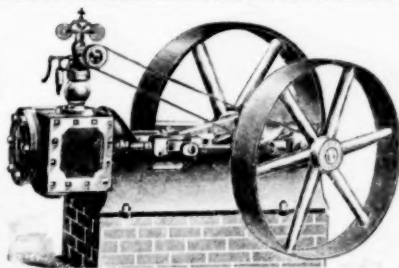
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INSIST On having a "LANE" ENGINE.

If your dealer don't handle them write to us for prices, and we will make you a price delivered in your city.

REMEMBER,

That every one of our ENGINES has the name "LANE" cast on the base. Don't accept any Engine as a Lane Engine without this. Some dealers are selling Engines that look like ours, and are claiming them to be just as good; don't you believe it, insist on having a LANE Engine. Write to

**LANE FOUNDRY & MACHINE WORKS,**
HUNTINGDON, PA.**H. W. JOHNS' ASBESTOS
SECTIONAL PIPE
COVERINGS.****NON-CONDUCTING COVERINGS FOR STEAM AND HOT WATER PIPES, BOILERS ETC.**

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WE ARE PREPARED TO TAKE CONTRACTS FOR APPLYING STEAM PIPE AND BOILER COVERINGS IN ANY PART OF THE UNITED STATES.

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H. W. JOHNS MANUFACTURING COMPANY,

87 MAIDEN LANE, N. Y. JERSEY CITY. CHICAGO, PHILADELPHIA. BOSTON. LONDON

PROPOSALS.

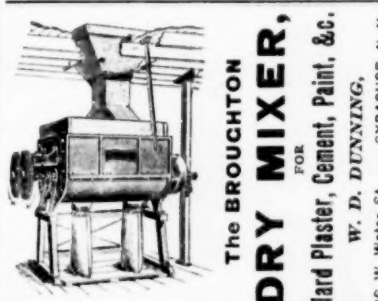
TREASURY DEPARTMENT, Office Supervising Architect, Washington, D. C., November 27, 1894.—Sealed proposals will be received at this office until 2 o'clock P. M. on the 28th day of December, 1894, and opened immediately thereafter, for all the labor and materials required for the stone and brickwork of the superstructure, &c., of the U. S. Postoffice and Courthouse at Kansas City, Missouri, in accordance with the drawings and specification, copies of which may be had at this office or at the office of the Superintendent at Kansas City, Missouri. Each bid must be accompanied by a certified check for a sum not less than 2 per cent. of the amount of the proposal. The right is reserved to reject any or all bids, and to waive any defect or informality in any bid should it be deemed in the interest of the Government to do so. All bids received after the time stated will be returned to the bidders. Proposals must be enclosed in envelopes, sealed and marked, "Proposal for the Stone and Brickwork of the Superstructure, &c., of the U. S. Postoffice and Courthouse at Kansas City, Missouri," and addressed to CHARLES E. KEMPER, Acting Supervising Architect.

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Will not Chalk, Crack or Peel Off.

Peerless Mortar Colors,**Best, Brightest and Most Endurable.****Plaster Ornaments.**

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DRY MIXER,
FOR
Hard Plaster, Cement, Paint, &c.**
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SYRACUSE, N. Y.**THE BOOMER & BOSCHERT****KNUCKLE JOINT****PRESS**

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Or for any other purpose requiring great pressure.

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Pebble Phosphate Land
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Portable Steel Railroad Culverts.

They are **UNIQUE PRACTICAL, STRONG, CHEAP** and just the thing to use when building **ELECTRIC and STEAM RAILROADS**. They fill a long-felt want in **RAILROAD CONSTRUCTION**. This invention is also admirably adapted for **HIGHWAY and COUNTY ROAD BRIDGES**. Send for descriptive circular. **W. A. NICHOLS**, Girard Building, Philadelphia, Pa.

Oyster and Vegetable 65 ACRES FINE OYSIER BEDS.

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Large trade with best houses in this and foreign countries. Practical men say **HERE IS A FORTUNE FOR \$15,000**. Particulars from

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Shows big profits and safer than banking.
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The whole or half interest in one of the finest **MINING and MANUFACTURING PROPERTIES** in the South, consisting of Soapstone and Talc Mines and Manufactory. Apply to

W. C. TILTON,
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Rare Opportunity

TO PURCHASE SAW
MILL, DRY KILNS
and everything com-
plete and in first-class
condition; North Car-
olina pine; capacity
15 to 20 M; plenty of timber; superior facilities
for rail and water shipment to all points. De-
lightful climate, fine society and schools. Will
sell at sacrifice. Address **SAW MILL, P. O.
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FOR SALE.

A Complete PLANING MILL

PLANT. Now in full operation in a Virginia town. Consists in part of Engine 14x20, two 60 H. P. Boilers, three Glencove Flooring Machines, Trimmer, Resaw, Ripsaw, Automatic Grinder, Allington & Curtis Dust Arrester.

2 DRY KILNS and 8 ACRES OF LAND.

Is situated at the junction of two railroads, with plenty of lumber accessible. This plant cost originally \$19,000, is comparatively new, but will be sold at a sacrifice. Apply to

The PORTER-McNEAL CO.

Saw Mill Supplies. **NORFOLK, VA.**

FOR SALE.

Wharf with 300 Feet Water Front, Saw Mill, Planing Mill and Sash Door Machinery, with Lumber Yard covering four acres.

All situated at Chestertown, Kent county, Md.

**A Splendid Opportunity for a Floor-
ing and Box Business,**
together with retail lumber and coal business.
Will sell very cheap and upon easy terms.

R. T. TURNER, Jr.

BETTERTON, MD.

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**\$50,000 WILL BUY ONE-
HALF INTER-
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FACTORY.**

Object to increase the plant and working
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\$5,000 and upwards. Address

IMPLEMENT,

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A Fine Opening for a

COLD STORAGE and ICE PLANT.

Its success can be demonstrated. For further
particulars address

J. M. LONG,
WINCHESTER, VA.

RARE OPPORTUNITY

To Purchase

MACHINE SHOPS.

For particulars address

W. H. RUSSEL, Secretary, Fayetteville, N. C.

FOR SALE.

Near railroad, 2600 acres Long Leaf Pine, 60-H. P. Mill, nearly new, one 13 to Shay Engine, 4 Log Cars, one large Timber Planer, Belting, Log Wagons, etc., ready for operations. Buy now, when you can buy cheap.

Address **BOX 6, Southern Pines, N. C.**

For Sale.

5000 Acres Finest

AGRICULTURAL LANDS

in the Southern States. Sufficient canebrakes to winter two thousand head beehives annually. Location all that could be desired. No encumbrance. Titles perfect.

MRS. R. C. WATTS,

Cash's Depot, Chesterfield county, S. C.

6000 Acres of Land

3,000,000 FEET OF STUMPAGE.

Saw Mill, Planing Mill, Dry Kiln, Etc.

FOR SALE CHEAP.

We offer for sale as a whole or in parts the lands, timber contracts and the complete saw-mill and planing-mill plants of the Buckhannon River Lumber Co., situated in Upshur county, W. Va. Title to lands guaranteed to be perfect. Mills and machinery in first class condition.

McGRAW & CO.

GRAFTON, W. VA.

FOR SALE CHEAP

THE POTOMAC SHOE FACTORY

ALEXANDRIA, VA.

Comprising a large brick building in the center of the city, with floor space to turn out 1500 pairs a day. The equipment at present (which is modern in every way, and in perfect running order) is for 300 pairs McKays shoes. The entire property in fee, at a very low price, and, if desired, on easy terms.

For further details address

THE POTOMAC SHOE CO.

ALEXANDRIA, VA.

ICE and COLD STORAGE PLANT

BIRMINGHAM, ALA.

AT

AUCTION

Saturday, December 15, 1894,

Unless sold before at private sale. A 30-ton Harrisburg Ice Machine and Cold Storage Plant, now making ice. A great bargain.

Title good, sale absolute. Full particulars on application to

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Or to

**BOWMAN & HARSH, Attorneys,
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\$26,000 Wanted

for 5 or 10 years at
7 per cent. to build 60
houses in Augusta,
Ga. The best of
security and reference given **GEORGE A.
BAILIE, 912 Broadway, Augusta, Ga.**

FOR SALE.

The interest of the estate of **W. T. McWILLIAMS**, deceased, in the large, successful business of **ROME FURNITURE MANUFACTURING COMPANY, Rome, Ga.** Address

**O. H. McWILLIAMS, Administrator,
ROME, GEORGIA.**

If you wish to keep posted on the progress of the South, read the **MANUFACTURERS' RECORD.** Price \$4.00 a year.

FOR SALE.

ONE SECOND-HAND

Sturtevant Heating Apparatus

for three-room kiln. Engine, Fan and Heater complete.

**TEXAS TRAM & LUMBER CO.,
Beaumont, Texas.**

FOR SALE.

ONE DAVIDSON PUMP,

brass lined, 16 in. steam, 9 1/2 x 16 in., 7 Duplex Worthington Pumps, 12 x 6 x 12, several smaller size Duplex Pumps, 4 engines, 20 x 24, 2 engines 10 x 10, 25 return tubular boilers, varying in size from 6 to 100 horse-power each. 14 locomotive boilers, varying in size from 30 to 100 horse-power each. All the above are in good condition and will be sold cheap. Address

**The Exeter Machine Works,
Manufacturers of Elevating and Conveying Machinery,
PITTSBURGH, PA.**

FOR SALE.

A No 8 Dean Pump, in perfect condition, suitable for either boiler or fire purposes.
Two Warp Splitters and one Cone Grinding In-
One Denn Warper, 2500 eyes [digo Mill.
Eight Beaming Frames, built by Wood.
Two Reels. One hundred Loom Beams, for Bridesburg loom. One 60 inch Sturtevant Blower, with 500 feet of coil.
Two old style size troughs for sizing short warps, and a lot of skein yarn dye tubs.
All the above machinery in first-class condition.
Apply to **PATTERSON MILLS CO., Chester, Pa.**

COTTON CARDS. Good chance for a small plant to fully supply their wants, or a larger mill to make additions at decided advantage.

LOOMS. Some special bargains in 40-inch looms.

SPINNING 50 to 60 Whittin frames 1 1/2 inch ring, 6 inch traverse, with separators, at decided bargain.

TWISTERS. 2 1/2 to 4-inch ring, 120 spindles each, in excellent condition, will be sold cheap.

YARN PLANTS. One of 5000 spindles, complete, with or without real estate, and several others.

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**TEXTILE MACHINERY AGENCY,
26 Exchange Place, Providence, R. I.**

FOR SALE.

We have the following machinery and apparatus for sale, all in good order and condition:

Four (4) 10 in. by 16 in. Engines, built by the Straight Line Engine Co., of Syracuse, N. Y.

Two (2) 52 in. by 12 ft., three (3) 60 in. by 16 ft., three (3) 62 in. by 16 ft. Tubular Boilers.

Seventy-five (75) Double and twenty-five (25) Single Brush-Adams Arc Lamps

Changing and enlarging our plant is our reason for selling. Address

The BRUSH ELECTRIC LIGHT & POWER CO.

SAVANNAH, GA.

Engine and Boiler.

Horizontal "Wilbraham" disc crank 50 horse-power Engine, 13 in. x 24 in., with fly wheel and pulley. Also Horizontal Return Tubular Boiler, 48 in. x 16 feet stack, front and fixtures complete. For sale cheap by

C. W. SCHULTZ & CO.,

308 Walnut Street, **PHILADELPHIA, PA.**

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An Automatic 25 Horse Power Engine and an Upright Boiler,

Made by the Erie City Iron Co., Erie, Pa. Both are in prime condition and can be bought at a bargain.

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WE WANT TO BUY. WE WANT TO SELL. WE WANT TO EXCHANGE.

Will exchange new machinery for second-hand machinery. We carry a large line of second-hand machinery of all kinds. Write us for what you want. It will pay you.

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Engines, Boilers, Pumps, Shafting, Pulleys, Hangers, Locomotives, Mixers, Pans, Disintegrators, Rock Crushers, Steam Elevators, Leather and Rubber Belting, Scales, Steam Fire Engines, 50 bbl. Copper Brewer's Kettle and Fixtures, Iron Tramway Cars and Turntable, Iron Tanks, Canvas Covers, Wire, Hemp and Manila Rope, Anchors, Chain Blocks, &c. Highest price paid for Scrap Iron, Metals, Old Rubber, &c.

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For Sale—Complete Steam Stone Polishing Plant, will be sold together or polishing machinery separate. 80 H. P. centre crank and 60 H. P. side crank Automatic Engines; 1, 2, 5 and 10 H. P. Gas or Gasoline Engines; 30 H. P. Vertical and 60 H. P. Steel Return Tube Boilers; 4 H. P. Farm Engine, small Vertical Boiler and Engine.

New Engines and Boilers of all sizes and description. Machinery for Complete Steam Power Plants and estimates furnished for same. **S. L. WILSON of Fifth Avenue, Pittsburgh, Pa.**

MACHINERY BARGAINS.

Planers.	Lathes.
72 in. x 25 ft.	11 in. x 5 ft.
60 in. x 20 ft.	14 in. x 6 ft.
36 in. x 7 ft.	15 in. x 5, 6 and 8 ft.
31 in. x 8 ft.	16 in. x 6 and 10 ft.
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24 in. x 5 and 6 ft.	20 in. x 6, 8 and 10 ft.
16 in. x 4 ft.	24 in. x 10 ft.
16 in. x 12 in. crank.	25 in. x 16 and 24 ft.
9, 12, 24, 26 in. shapers	26 in. x 10 1/2 ft.
	32 in. x 16 ft.
	35 in. x 13 ft.

57 in. Double Head Driving Wheel Lathe. 16, 20, 24, 26, 28, 30 and 44 in. Drills, 5 ft. Arm Radial Drill, Heavy Milling Screw Machines, Turret and Fox Lathes, Automatic Engines, Cold Rolled Shafting, Hangers, &c.

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145 B'dway and 86 Liberty St., NEW YORK

Machinery For Sale

Our new patent disintegrators.
One 24-inch disintegrator.
One 30-inch disintegrator.
One 36-inch disintegrator.
One 40-inch disintegrator.
One 48-inch disintegrator.
One 56-inch disintegrator.

We also have 2 disintegrators of different makes.
One Shale breaker.
One 6x6 upright engine.
One 6x8 upright engine.

One pair 14x14 inch marine engines.
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One 10x16 slide valve engine.
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One 16x30 slide valve engine.

One 18x30 riding cut off engine.
Two pair mining engines.
One duplex steam pump, 6-inch suction 5-inch discharge.

One duplex steam pump, 5 inch suction, 4-inch discharge.
One double-acting steam pump, 4-inch suction 3-inch discharge.

One double-acting steam pump, 3-inch suction, 2 inch discharge.
Also big lot of smaller pumps.

One Gates rock crusher.
Two builder's hoisting engines, with boilers.

One portable engine and boiler on wheels.
Eight stationary boilers, different sizes.
Two hydraulic elevators.

One steam elevator.
A big lot of large pipe, valves, etc.; also shafting, pulleys, hangers, belting and supplies of every description.

For particulars, prices, etc., apply to
**Schoellhorn-Albrecht Machine Co.,
609 and 610 North Levee, ST. LOUIS, MO.**

SECOND- HAND

BOILERS FOR SALE.

Four 250 H. P. Manning Upright Boilers. Three 150 H. P. Tubular Horizontal Boilers. Also lot of Chapman Vavles, Machinery, &c.

G. H. SIBELL & CO., CHICAGO, ILL.